

CITY OF FALLS CHURCH

Six-Year Capital Improvements Program

Fiscal Years 2020 – 2025

Presented to the
City of Falls Church Planning Commission
February 4, 2019

Introduction

The development of the City's Six-Year Capital Improvements Program (CIP) allows the City to take the shared and competing visions for the development of our public facilities through a disciplined evaluation process. In FY2019, the City shifted to a six-year planning window along with a 10-year look ahead. The six-year window aligns better with most grant-funding agencies. The 10-year look ahead will allow for improved forecasting of projects as well as funding needs. It is important to note that the 10-year look ahead is entering into the second year so this effort is more refined but will require another rule to fully flesh out the long-view. By identifying projects and capital needs several years into the future, the City accomplishes the following objectives:

- Cost estimates for long-term objectives and identified needs are linked to available resources, and placed on a schedule for implementation;
- Major expenditures are scheduled in the context of a balanced Annual Operating Budget and a six-year financial forecast.

Capital projects are defined as a new, one-time project with a useful life of more than six years, and costing \$150,000 or more. The cost estimates included in the CIP are intended to capture the entire estimated project cost, including, as applicable, land acquisition, design, negotiated agreements, and construction. The total request for each project is evaluated and, based upon funding, is prioritized to meet the needs of the City.

As of FY2017, the City embarked on a new two-year CIP cycle process, whereby CIP odd numbered years will be for minor updates to the approved CIP, and even numbered years are open for more significant changes and consideration of new projects. The goal of this “biennial CIP” approach is to allow staff to focus more time and effort on carrying out already approved projects, by redirecting some of the time and effort that is currently dedicated to developing and vetting new projects each year.

Although FY2020 is an even numbered year, the intent remained focus for minimal updates but due to situational changes and identified needs there are new projects under facilities, transportation and parks. However, the project needs, funding constraints and staff allocation resources were seriously considered in the development of this six-year plan to ensure manageable workload as well as financially sustainable.

CIP Projects versus Maintenance Projects

CIP projects generally require significant engineering design and construction, whereas maintenance projects (like road paving, crosswalk painting, sidewalk section replacement, roof replacement, carpet and landscaping) require routine upkeep every one to six years.

What is Capital Infrastructure?

This term refers to the built environment that makes the City of Falls Church safe, healthy, engaging, and beautiful and helps fulfill the City Council's vision of "A Special Place." Projects can be mandatory, like police emergency radios, but others build a quality community. Some construction project examples include:

- roads, sidewalks, crosswalks, bus shelters, traffic signals
- stormwater detention and pipes, sewer system, restoring flooding stream banks
- tennis and basketball courts, park trails, park play equipment
- HVAC, roofs, WiFi and fiber connectivity, renovation and expansion for public buildings (schools, City Hall, community center, library, police station, courts)
- police emergency radios and 911 equipment

The projects contained in the CIP support the goals and objectives outlined in the City's Comprehensive Plan and are intended to establish the long-term spending priorities identified by the City Council and are consistent with their 2025 Vision/Comprehensive Plan/Strategic Plan as well as adopted Financial Policies. The CIP is updated annually and is subject to change with each update.

The City community input process this year included website updates and Board and Commission input. Information is available at www.fallschurchva.gov/CIP.

Key Policy Decisions

The Six-Year CIP for the period of FY2020 through FY2025 continues with some past commitments as well as addresses new and significant challenges. As with last year's CIP, major funding is provided for City public facility improvements, transportation improvements on the primary corridors, storm water mitigation and park improvements, primarily funded through grants, debt or enterprise funding as well as some water sale proceeds. *The overarching budget theme continues the financial foundation stabilization and a community commitment to funding capital infrastructure. This CIP proposes critical projects to address deferred systems and infrastructure maintenance as well as establishing needed long-range project planning. Additionally, this CIP balances long-term sustainable funding requirements for C&I equivalent, Pay As You Go, capital reserve and debt service in a constrained fiscal climate.*

The financial challenges have driven what and how projects can be funded; however, strong planning underpinnings remain important to address the long term infrastructure needs of the City.

An overview of the major policy discussions in this CIP are provided below:

Sound Finances and Financial Sustainability:

City Council has placed a strong focus on restoring the financial stability of the City as expressed in its adopted Vision statement on Sound Finances, and the updated 2018 Financial Policies. The FY2020 Budget Guidance continues to place strong emphasis on planning for, and funding, the City's wide ranging infrastructure.

In February 2018, the City Council adopted a revised Financial Policy that sets limits on the minimum size of the reserve balance and debt capacity. Refer to Tab 2 for summary details and full document included as an attachment.

It is worth noting that "debt capacity" in terms relating strictly to policy guidance does not address the separate issue of affordability within current tax rates so the CIP has been developed with both policy compliance and affordability in mind. The ratio of annual debt service to total General Fund expenditures is a constraint that bears close attention. This ratio is used by bonding agencies to assess fiscal health, and must be used by the City to assess the affordability of specific projects and the six-year CIP as a whole. The projects in this FY2020-2025 CIP stay within the City's policy constraints based on the assumptions used in this forecasting tool.

The proposed FY2020-2025 CIP is within policy compliance and within affordability range with an ongoing financial commitment to capital investment. The school financing plan also addresses sustainability with revenue from ongoing economic development and partnership opportunity for the 10-acre redevelopment project.

Fiscal Challenges:

Although there are positive signs of national economic recovery, local government recovery lags behind the private sector and there remain many unknowns from potential new federal government taxing as well as budget policies and state funding reductions. Additionally, there is operating and capital budget demands to ensure the reliable, safe and efficient WMATA transit system. Therefore, to address capital needs in this environment the CIP draws down the fund balance to the 17% policy level, allocates all capital reserve one-time funding to capital and proposes sufficient funding for Commercial Industrial Equivalent (CIE) transportation funding. The actual dollar amounts per category are displayed on the Policy Compliance chart in Tab 3.

Key policy discussion and decisions required for this CIP development include the following challenges and opportunity topics:

- **Determine desired level of services for health, safety and community amenities in terms of balancing financial affordability, sustainability and service expectations;**
- **Determine desired balance between capital and operating budget components with Council priority for capital and directive for operating constraints;**
- **Determine level of commitment for staffing resources/workload and complexities of non-local funding sources;**
- **Set prioritization and timing of projects within six-years and ensures consistency with long-range Comprehensive and Area Plans;**

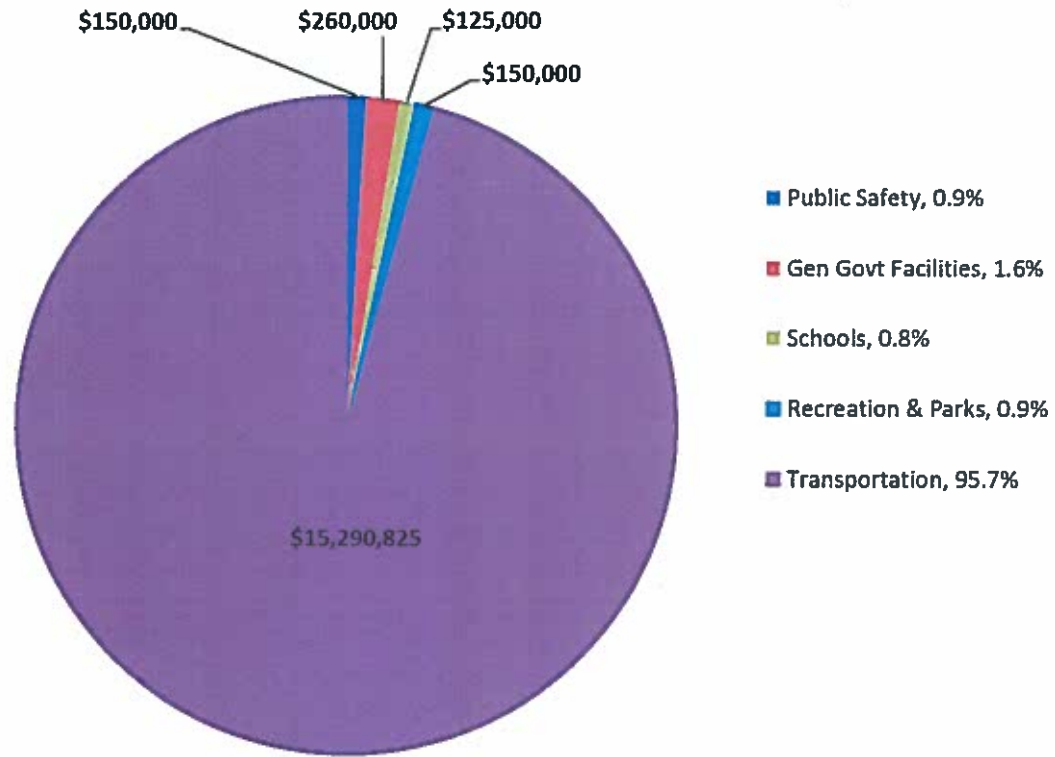
- **Determine desired level of local Pay As You Go funding;**
- **Assess economic development revenue opportunities balanced with community vision and goals; and**
- **Determine if dedicated funding should be established for Pay As You Go, Equipment and Vehicle Replacement and/or Capital Reserve.**

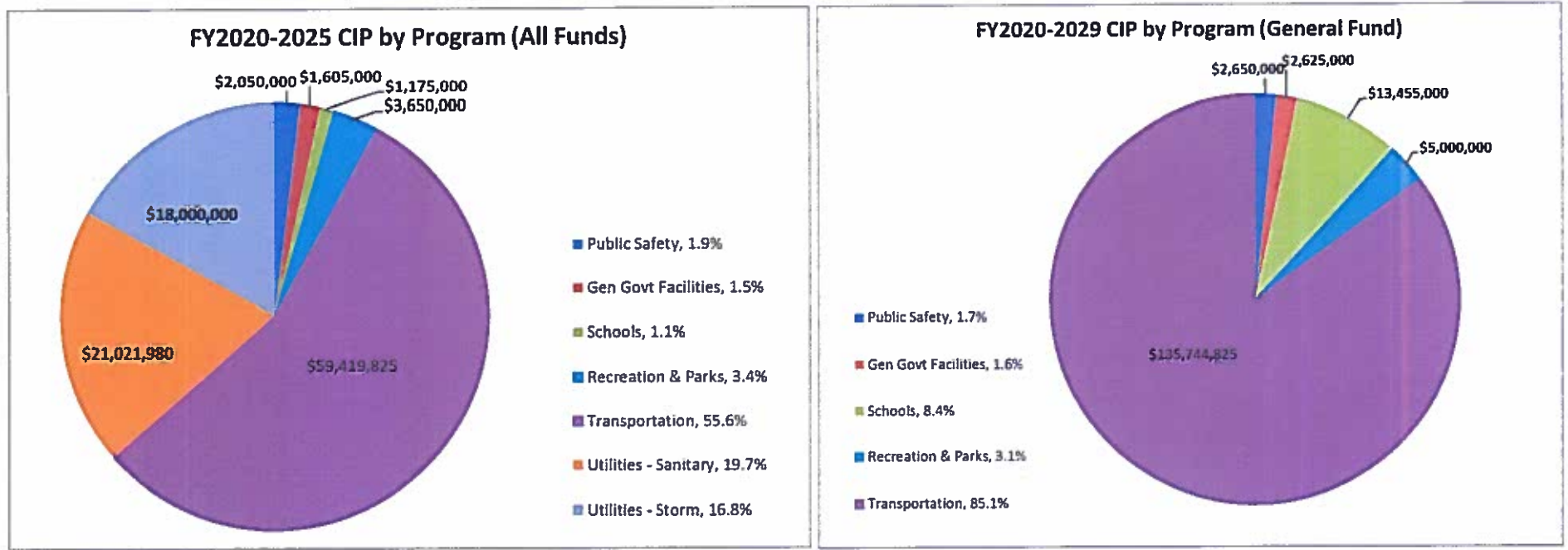
CIP Project Implementation:

There are previously approved active CIP projects being implemented that are further described under the existing general government project status report, the Snapshot, below. The Falls Church City Public Schools are still implementing the Mt. Daniel Expansion and Renovation project and in design phase for the new high school. New projects proposed within the FY2020-2025 CIP have taken constrained staff as well as funding resources in mind and therefore phased, this is especially true in the area of transportation.

The following pie charts provide a visual look at how CIP projects are allocated by functional areas for the General/School, Special Transportation and Utility Funds:

FY2020 CIP by Program (General Fund)





Recreation and Parks:

There are requests for \$1.2M in park master plan improvements, an additional \$1M in open space funding and funding to develop the Fellows Parkland. The practice field light project is new and is a joint initiative between general government and schools, timed for new high school delivery. The open space funding is delayed by one-year, from the Recreation and Advisory Board recommendation and no funding source is identified. These projects are spaced to implement one significant effort per year. The Recreation and Parks Advisory Board reviewed project submissions. See Tab 9.

Information Technology:

None identified in FY2020 due to focus on implementing current CIP projects, primarily City Hall and Library Renovations for full IT infrastructure replacement and redundancy.

Transportation:

The City continues to define transportation CIP items at the “project” scale, with each project being connected to a single source of grant funding and organized into CIP “programs”. The program areas are infrastructure-bridges, infrastructure-pavement, infrastructure-traffic signals, Downtown Area POA, North Washington POA, West Broad Street POA, Multimodal Connectivity and Accessibility, and Neighborhood Traffic Calming. This reorganization will allow the City to more easily focus investment in specific areas of the City and to coincide with the geographic Planning Opportunity Areas identified in the Comprehensive Plan. For example, the draft CIP includes a program for the South Washington Street Planning

Opportunity Area (POA). Infrastructure specific CIP programs were also identified to account for projects that involve infrastructure systems on a citywide scale and may not be confined to a single Planning Opportunity Area. The Infrastructure Programs are examples of citywide infrastructure programs. Existing CIP projects that are currently underway were aligned with the new program framework.

In addition to focusing investment in specific areas of interest, organizing the CIP by program enables staff to better plan for future expenditures for a 10-year window, identify funding needs, and give the City greater flexibility in project scheduling, capitalizing on funding opportunities and allowing staff to coordinate related projects. An analysis of existing staff capacity to manage existing projects was conducted to determine a realistic schedule for implementation. The proposed transportation CIP realistically schedules project implementation based on project priorities and existing staff levels.

The proposed WMATA budget continues to increase reinvestment into the system for safety and reliability, which is sorely needed. The City policies support transit, and is legally required through the WMATA agreement to allocate funding. This CIP proposes increased funding for Neighborhood Traffic Calming, POA implementation and Project/Grant development resources. This is achievable if the final adopted WMATA budget is the "Middle" scenario and 30% NVTA/Gas Tax and State Subsidy proposed funding hold as projected.

Schools:

The School Board continues their long-term planning for school facility with the George Mason High School (GMHS) and Mary Ellen Henderson Middle School (MEHMS) new construction project. In addition, a school facility reinvestment project is being reintroduced in order to provide for regular reinvestment in all school facilities over the 10-year planning horizon. These facility needs cannot be debt financed so must be Pay Go. There is currently no local cash available to allocate to these projects so shown as unfunded. As the FY2020 budget development unfolds, the funding will be reassessed with the goal of funding at least FY2020 of the CIP requests.

The School Board adopted CIP is available under Tab 6. The initial adoption was on December 11, 2018, and will be readopted on February 11, 2019 to accommodate subsequent staff recommendations.

General Government Facility Reinvestment:

Ongoing reinvestment into existing public facilities remains a priority and is an area where dedicated capital replacement reserves should be funded in the future. For FY2020-2025, there is \$200,000 Pay Go local funding for general government facility reinvestment. This funding continues from FY2018 where general government operating funds were transferred to the capital fund. However, it is insufficient to fully meet identified needs so a portion is noted as unfunded.

Facility Security Systems:

This project will upgrade security measures across public facilities so they are part of one centric system that can be monitored in the Public Safety Dispatch Center. City buildings include: City Hall, Property Yard, Community Center, Library, Aurora House, Cherry Hill Farm House, Cherry Hill Barn, Gage House, and Fire Station 6.

Improvements to the system would include all locking access control doorways, alarms (e.g., intrusion, panic and fire), and interior and exterior cameras. Many security measures do exist within the listed facilities; however, the centralization of all security measures would allow for the optimization of the facilities' systems with a comprehensive, customized solution of cameras, alarms, pass card systems all tied back to public safety; one system that makes buildings safe, productive, efficient. Several of the existing systems are also at the end of their useful life cycle. See Tab 5 for details.

Storm Water Infrastructure:

In many parts of the City, the storm water system is aging, undersized, and unable to convey the standard 10-year storm event. These deficiencies result in frequent flooding along some of the City streets and damage to private property. As the City carries out repairs to its existing storm water infrastructure, there will be opportunities for the implementation of measures that will improve water quality. As appropriate to individual circumstances, this might include daylighting streams, creating bio-engineered streambeds and storm water detention and infiltration systems. CIP funding for storm water improvements increases the ability to implement necessary water quality measures and infrastructure replacement/upgrades. The Watershed Management Plan, authorized by Council, has been adopted and the recommendations of this Plan help formulate a strategy for projects and Council has established the enterprise fund, set the rates, and created the credit policy. Future grants are being pursued in the out years of this CIP.

Sanitary Sewer Fund:









The Sewer Fund is impacted by EPA-mandated projects to upgrade the Arlington and Alexandria wastewater treatment plants that the system uses. Ongoing repair and reinvestment in the existing pipes will continue per the rehabilitation plan. In addition, the purchase of additional wastewater treatment capacity to accommodate projected future flows resulting from development in the City may impact the Fund in FY2020, as well as plans to increase the reserve fund for sewer rehabilitation. A new project for capacity analysis and expansion is included this year to respond to the West Falls Church Economic Development Project.







Existing Projects Snapshot







The following provides an update on current CIP projects, as of December 2018, authorized for FY2019 and prior.









A SNAPSHOT: General Government CIP Projects December 2018 Update


Interactive Project map: www.fallschurchva.gov/CIPmap

Category	Project Name	Description/Schedule	Progress
Parks			
	HEH Stream Valley Park Daylighting & Improvements	Daylighting COMPLETE; Construction work on the Entrance project which includes entrance sign, benches, bike rack and other amenities will begin in January 2019 with completion scheduled May 2019.	
	Berman Park Daylighting & Trail Restoration	Daylighting and adjacent trail COMPLETE; 2 nd half of trail in 2020 CIP along with other parks.	
	Cherry Hill Park	Project completed summer 2018. <i>[Project to be removed on next report]</i>	
	Downtown Public Plaza	The EDA voted to proceed with a smaller scale renovation of the existing park area. The goals of the reduced scope project are to restore the existing area and make it more accessible and functional. Project is now scheduled for completion in spring 2019.	
	Larry Graves Synthetic Turf Project	MOU finalized and executed by Falls Church and Fairfax County; construction scheduled to June 2019. Completion scheduled for fall 2019.	
	Big Chimneys Park	Second submission Site Plan has been submitted with approval expected February 2019; construction start is scheduled for spring 2019 pending 1/28/19 budget amendment approval by Council.	
	Open Space Acquisition	Council authorized eminent domain January 2018 and required process is ongoing; Council briefed in Nov.	
Facilities			
	City Hall Public Space & Safety Improvements	Construction Notice to Proceed issued January 2018; All City Hall functions/offices fully relocated in April 2018; interior framing completed; exterior excavations and footings completed; masonry work and steel	

		framing is underway; mechanical, electrical, plumbing work are in progress; wall-in, millwork, low-voltage installation started; 80% overall completion; monitoring budget; move in re-scheduled to late February to March 2019.	
	Library Renovation & Expansion	Centennial Contractors selected as the CMAR for pre-construction services. Schematic Design is COMPLETE and Design Development (30%) documents are scheduled for completion January 2019. Variance approvals are scheduled for December 2018, and Site Plan submission is scheduled for February 2019. Construction is scheduled to begin late summer 2019.	
	Facility Reinvestment	Ongoing equipment replacements (end of life), roof replacements (end of life), and repairs for all facilities, especially in ADA compliance; security improvements, equipment failure, and structural repairs. COMPLETE. City Hall: Installed new domestic and fire water lines.	
Stormwater			
	Wren Branch Drainage	Project design 90% complete; final engineering pushed back to winter 2018/19 due to utility conflicts; project completion changed to spring/summer of 2019.	
	Harrison Branch Daylighting	Naturalizing stream channel between E. Jefferson and Harrison Branch that meets Four Mile Run to correct pipe failure and erosion; construction underway, expected completion by end of 2018, a slight delay.	
	Dorchester and Great Falls Pipe Bursting	Construction complete; new pipe installed and inspections underway. Close-out expected mid-December 2018.	
Technology			
	Telecommunications & Infrastructure	City phone system upgrade contract was awarded to Norstan Communications (dba Black Box Network Services) in November 2018. Upgrade delayed to be completed in coordination with final phase of City Hall renovation, prior to move-in.	

Public Safety			
	Firearms Training Center	Construction ongoing with plumbing and electrical lines installed; project completion delayed due to rain, anticipated opening in January 2019. See link for more updates: https://youtu.be/pO4bu-27ZeE	
	Fire Station #6	Arlington in procurement phase for full HVAC replacement and working through phases issues for installation, while remaining operational for fire and emergency calls; FY18 CIP provided last phase of funding; project completion changed from Summer 2018 to Spring 2019 due to procurement costs and scheduling to avoid no HVAC in hot or cold seasons.	
	Park Ave Great Streets/ Missing Sidewalk Links	Full scoping of the Park Avenue Great Streets project is still underway. Specific Missing Sidewalk Links project expedited; funding secured and currently in design; Construction expected to begin in Spring 2019.	
Transportation			
	S. Washington St Transit Plaza and Streetscape Improvements	ROW acquisition complete. Conduit installed and utility undergrounding is nearly finished. Design of transit plaza and streetscape improvements is final and ready for VDOT review; IFB preparations are underway. Repaving is complete.	
	S. Maple Intersection and Traffic Signal	90% design plans submitted for VDOT review and comment; scope of work has changed significantly since Fairfax County is not able to fund their portion; project now limited to 3-leg crosswalk with traffic and pedestrian signals; design phase will now be completed Summer 2019.	
	N. Van Buren St Bridge	Bridge complete; ready for close-out; final acceptance letter pending approval. <i>[Project to be removed on next report]</i>	
	Oak Street Bridge	A decision has been made about the most efficient design option for a replacement bridge. The project is on hold until funds can be found to fill a gap in budget due to increased cost estimates.	

	E. Broad and Cherry St Traffic Signal	ROW easements are completed; contract was awarded to Ardent Company. Construction will begin in January 2019, expected completion in June 2019.	
	N. West and Great Falls St Traffic Signal	Final design plans currently being reviewed. MOU has been finalized and signed by the City, waiting on County signature. Construction scheduled to start Spring 2019. Estimated construction duration of 4 months.	
	N. Washington and Columbia St Traffic Signal	Final design plans received and ready to be reviewed. Project on hold; delivery schedule delayed due to staff workload.	
	N. West and Lincoln Ave	Reprioritized with other signal projects due to funding gaps resulting from bid costs; project still in CIP for FY20 completion. Delivery schedule delayed 2 years due to funding gap. HSIP grant application submitted November 2018; award to be known in June 2019.	
	Bus Shelters	Fifteen shelters have been installed; finalizing lettering on the sides of the bus shelters; project completed August 2018. Final after-action report prepared. <i>[Project to be removed on next report]</i>	
	Neighborhood Traffic Calming	Little Falls/Great Falls to resume early 2019. COMPLETE. N Maple Ave construction; Lincoln Ave and N West Street striping completed in October 2017. W Annandale Rd/Gundry Dr light solutions completed in November 2017. Data collected to determine impact on speeds. Neighborhood requested pursuing heavy solutions in 2019 for above light solutions.	
	Bike-Share	2018- Invitation for Bid released in May; Public Bid Opening in June; Authorization to Award, contracts executed, and equipment ordered in October; first installation estimated for spring 2019.	
	Roosevelt Blvd & Roosevelt St Pedestrian Improvements	The roadway is complete and the project has reached substantial completion. Final punch list items are being worked on now. Final completion expected after a pedestrian signal post, which had an unexpected	

		long lead time, is replaced in December 2018 due to being hit by a vehicle.	
	Broad St Ped Crossings (HAWK signals)	Pre-scoping completed and submitted to VDOT. Design is currently underway and on track.	

Legend:  = complete;  = active/on schedule;  = active/some challenges;  = not active/critical issue

Interactive Project map: www.fallschurchva.gov/CIPmap

Process Overview

The requirement for the annual consideration and adoption of a six-year Capital Improvements Program is provided in Section 6.19 of the City Charter, and Section 17.08 of the City Code. The inset below contains the relevant Code and Charter provisions:

Sec. 17.08. ... The city manager shall subsequently submit to the commission a proposed capital improvements program together with a report on the financial condition of the city, insofar as it may relate to any contemplated capital fund projects. In the preparation of its capital improvement recommendations, the commission shall consult with the city manager, the school board, the heads of departments and interested citizens and organizations, and shall hold such public hearings as it shall deem necessary. It shall submit its recommendations to the city council, at such time as the council shall direct, together with estimates of cost of such projects and the means of financing them, to be undertaken in the ensuing fiscal year and in the next four (4) years.

Sec. 6.19. Capital budget.

At the same time that he submits the current expense budgets, the city manager shall submit to the council a program previously acted upon by the city planning commission, as provided in Chapter 17 of this Charter, of proposed capital improvement projects, including schools, as defined in section 7.02 of this Charter, for the ensuing fiscal year and for the four (4) fiscal years thereafter, with his recommendations as to the means of financing the improvements proposed for the ensuing fiscal year. This program shall be termed the "capital budget" and may be adopted by resolution.

The adoption of the CIP by the City Council signifies the Council's identification of a set of priorities for capital spending over a six-year period. However, the City Council may delay or limit the construction or improvement of any proposed project over the course of the six-year period as economic conditions, available resources, and needs may dictate.

Organization

The CIP is intended to serve as a working document as it goes through the Planning Commission review. As a working document, the CIP is presented in a notebook binder so that pages may be easily amended as staff incorporates the Planning Commission's comments and requests for information into the program.

The CIP is organized in a ten-tab format:

Tabs 1 – 3	Overview/Existing Project Status, Financial Status/Polices, Glossary, Project Recommendations and Financial forecasting tools
Tabs 4 - 9	Project Descriptions for the General/School Fund
Tab 10	Project Descriptions for the Utility Funds

The project categories are formatted to represent the function versus the department and to ensure an integrated and coordinated CIP between the General Government and Schools. For example, all facility related projects are in one category versus split between Community Services, Public Works and Schools. Additionally, the financial components are presented at the front of the CIP in order to provide the context in which the various infrastructure projects are considered.

Procedures, Schedule, and Community Engagement

Planning Commission Procedure

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The development of the CIP starts with each department head submitting to the City Manager a detailed listing of all immediate and long-range capital improvement needs, together with cost estimates and recommendations as to priority and timing of the projects listed. An additional factor to be considered is that CIP projects that are inactive for three fiscal years either are eliminated or must be re-appropriated. If an approved CIP has no expenditure activity for three-years, it must be re-appropriated. The specific code section relevant to this issue is: "No appropriation for a capital improvement project contained in the capital budget shall lapse until the purpose for which the appropriation was made shall have been accomplished or abandoned, provided that any project shall be deemed to have been abandoned if three (3) fiscal years elapse without any expenditure from or encumbrance of the appropriation therefor."

Schedule

Staff presentation of the CIP to the Planning Commission is scheduled for February 4, 2019. The Commission will evaluate the proposed CIP in the context of the Comprehensive Plan, and hold public hearing(s) to obtain community input. The Planning Commission is scheduled to conduct the public hearing, adopt its CIP recommendations on February 19, 2019, and forward them to the City Manager. Following the delivery of the Planning Commission recommendations, the City Manager will make his final CIP recommendation to the City of Falls Church Council as part of the overall presentation for the City's FY2020 operating and six-year capital budget.

Community Engagement

For the FY2020-2025 CIP, the community engagement processes were minimal due to General Fund financial constraints, staff workload and focus on implementing current projects. The CIP was developed consistent with the adopted Comprehensive Plan Vision and updated chapters, Planning Opportunity Area and Master Plans as well as School Board and Recreation and Parks Advisory Board recommendations. During the remainder of this budgeting cycle, staff will continue utilizing website postings, social media messaging and town hall meetings.

Council Approval Process

The City Council will then evaluate these recommendations and hold its public hearings in the months of March and April. Upon adoption by the Council, the Operating Budget and the Capital Improvements Program/Capital Operating Plan will go into effect at the beginning of the new fiscal year on July 1, 2019. The Operating Budget and CIP are scheduled for concurrent adoption on April 22, 2019. However, given the impact of the final tax rate and expenditure reductions on the undesignated fund balance the Council has the option to separate the CIP adoption, by no more than 28 days per City Code Section 6.19, from the operating budget so an alternative adoption date might be not later than May 20, 2019. The full tentative budget calendar is posted on the City website at: <http://www.fallschurchva.gov/budget>.

Staff will provide a report to the Planning Commission at the end of the process, after Council has adopted the final Operating Budget and CIP, to review the final document. It is anticipated that this final report will be made in May 2019.

The adoption of the CIP by the City Council signifies the Council's identification of a set of priorities for capital spending over a six-year period. However, the City Council may delay or limit the construction or improvement of any proposed project over the course of the six-year period as economic conditions, available resources, and needs may dictate.

General Fund - Six-Year Financial Forecast

This section addresses the City's ability to meet its capital needs over the six-year planning period. The development of the City's Capital Improvements Program is a process of assessing needs and making choices in relation to a balanced budget and a reasonable forecast of future financial conditions in the City. A forecasting model gives policy makers the ability to test assumptions behind the projections for future reserve balances and future debt capacity.

The projects in the City's Capital Improvements Program (CIP) are paid for either with grants, debt or on a "pay as you go" basis with a combination of operating and reserve funds. The bottom of the Summary Tables in Tab 3 show the portions of the CIP that are proposed to be paid for with grants, debt and what portions are planned for "pay as you go".

The use of debt and reserve funds is subject to policies previously adopted by the City Council. The following sections will illustrate how this proposed CIP for the six-year period beginning in FY2020 meets those debt and reserve fund policies.

Section I: Debt

General obligation bonds have been issued throughout the City's history to provide funding for long-term capital improvements. Such bonds are direct obligations of the City, and the full faith and credit of the City are pledged as security. The City is not required by state law to submit to public referendum for authority to issue general obligation bonds. However, the City Council has established a policy, by resolution, which calls for public referendum on any single project debt issuance that exceeds ten percent of annual general fund expenditures for that year. The most recent bond referendum was held in November 2017, for voter approval to issue General Obligation bonds totaling \$120 million for renovation and construction of the George Mason High School (GMHS). Previously, in November 2016, voters approved a bond referendum for the issuance of bonds for the renovation and expansion of the Mary Riley Styles Public Library (MRSPL) for approximately \$8.7M. Remaining authorized but unissued bonds are \$113,515,000 for GMHS and \$7,626,394 for MRSPL.

Annual debt service requirements to maturity for the long-term obligations serviced by the General Fund are summarized as follows:

Ending June 30	Principal	Interest	Total
2019	6,184,694	1,970,371	8,155,065
2020	5,817,694	2,139,885	7,957,579
2021	5,874,694	1,949,496	7,824,190
2022	5,706,694	1,759,264	7,465,958
2023	4,713,360	1,573,847	6,287,207
2024-2028	17,264,295	5,734,047	22,998,342
2029-2033	12,733,189	3,030,927	15,764,116
2034-2038	6,974,307	1,028,894	8,003,201
2039-2043	1,275,000	394,294	1,669,294
2044-2048	1,500,000	161,000	1,661,000
Total	\$ 68,043,927	\$ 19,742,025	\$ 87,785,952

In addition to these debts, the City also issues other General Obligations bonds to fund improvements for the City's sanitary sewer system and storm water system. These systems are accounted for as an enterprise fund and the debt service on these bonds are paid from revenues generated by the respective systems and therefore, the debt service on those bonds are not counted towards the policy-related ratios and are not included in the debt service requirements in the table above.

The chart below shows all the general obligation bonds that are outstanding:

	Interest Rates	Date Issued	Final Maturity Date	Amount of Original Issue	Governmental Activities	Business-type Activities
General obligation	4.00%	03/08/2007	08/01/2021	\$ 6,260,000	\$ 2,695,000	\$ -
General obligation	2.00-4.00%	03/06/2012	08/01/2024	\$ 15,300,000	11,090,000	-
General obligation	2.00-3.00%	12/22/2011	01/15/2032	\$ 8,570,000	3,690,000	-
General obligation	2.00-5.00%	12/18/2013	07/01/2033	\$ 17,620,000	12,030,000	1,380,000
General obligation	2.00-5.00%	12/23/2014	07/15/2030	\$ 11,740,000	8,840,000	1,130,000
General obligation	1.48%	08/31/2015	07/15/2020	\$ 1,180,000	705,000	-
General obligation	2.31%	08/31/2015	07/15/2035	\$ 5,360,000	3,103,927	1,666,073
General obligation 2016A	1.24%	11/16/2016	7/15/2021	\$ 607,000	490,000	-
General obligation 2016B	1.41%	11/16/2016	7/15/2026	\$ 4,071,000	138,000	3,473,000
General obligation 2016C	1.79%	11/16/2016	7/15/2031	\$ 2,511,000	237,000	2,230,000
General obligation	2.02-3.35%	06/06/2018	01/15/2048	\$ 22,305,000	21,710,000	595,000
VRA bond	2.13-5.13%	10/01/2011	10/01/2031	\$ 3,125,000	-	540,000
VRA line of credit	3.35%	05/13/2009	09/01/2029	\$ 4,100,000	-	2,709,928
VPSA bond	4.10-5.10%	05/11/2006	07/15/2026	\$ 1,935,000	855,000	-
VPSA bond	4.25%	12/15/2011	12/01/2030	\$ 3,000,000	2,460,000	-
					<u>\$ 68,043,927</u>	<u>\$ 13,724,001</u>

Debt Policies

The Financial Policies adopted by the City Council establish sustainable limits for debt management as listed below. A copy of the full text of the City's debt policies is provided at the end of this section.

The current debt limits are as follows:

- General Fund supported debt shall not exceed five percent of the net assessed valuation of taxable real property in the City.
- The goal is to maintain the annual debt service expenditures for all General Fund supported debt below twelve percent (12%) of total General Fund operating expenditures, including school board transfer and debt service and in no event shall it exceed fifteen (15%). If at any time the 12% target is exceeded, the City shall maintain an available fund balance of twenty percent (20%) but not less than fifteen percent (15%) for the then current fiscal year.
- The term of any bond issue will not exceed the useful life of the capital project, facility or equipment for which the borrowing is intended.

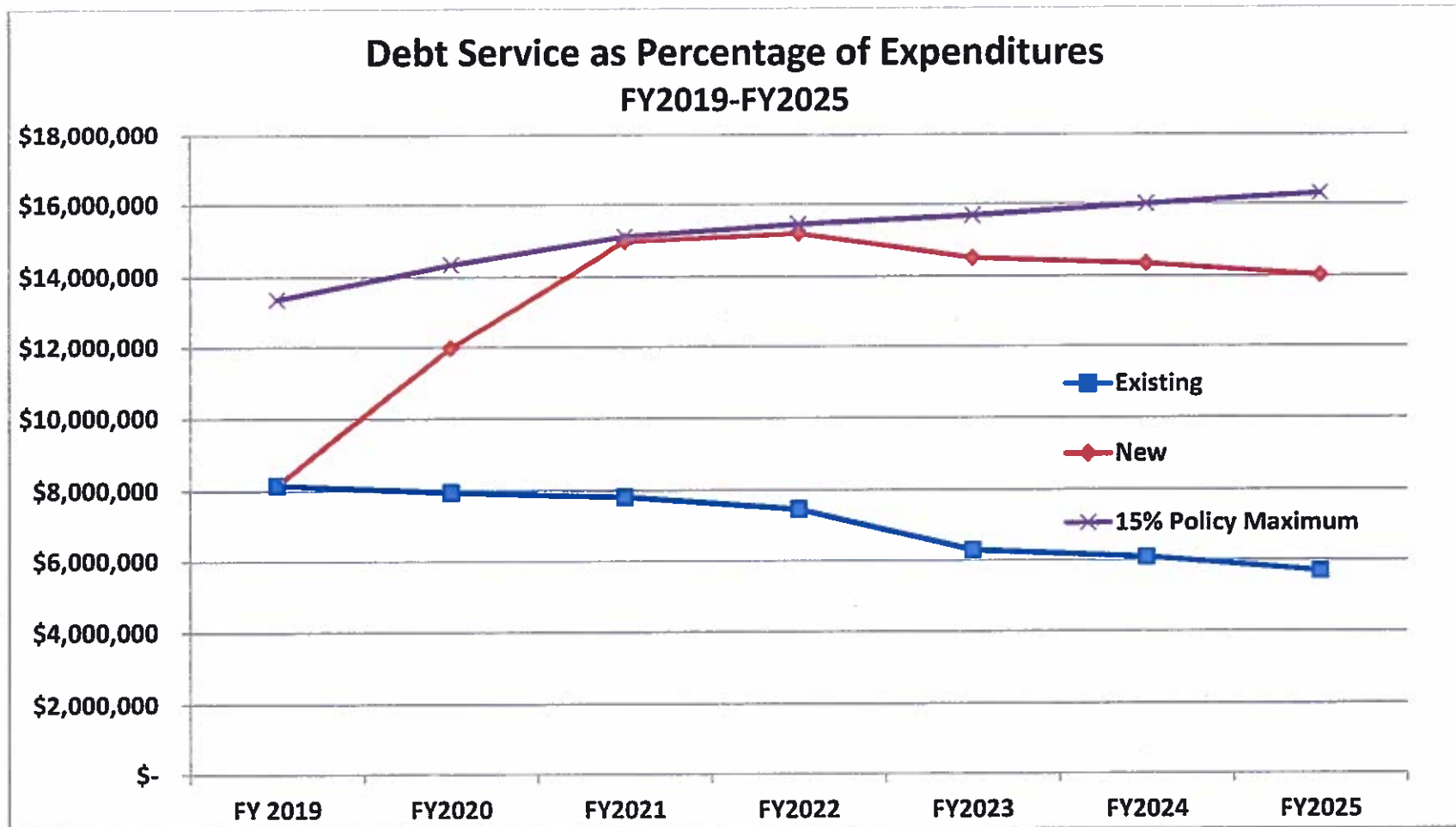
Ratio of Debt Principal to Assessed Value of Real Property

As of January 1, 2018, the assessed value of taxable real property in the City was \$4.03 billion, of which five percent equals \$201.5 million. Over the next several years, the largest principal balance of debt supported by the General Fund will be approximately \$190 million.

Ratio of Annual Debt Service Payments to Total General Fund Expenditures

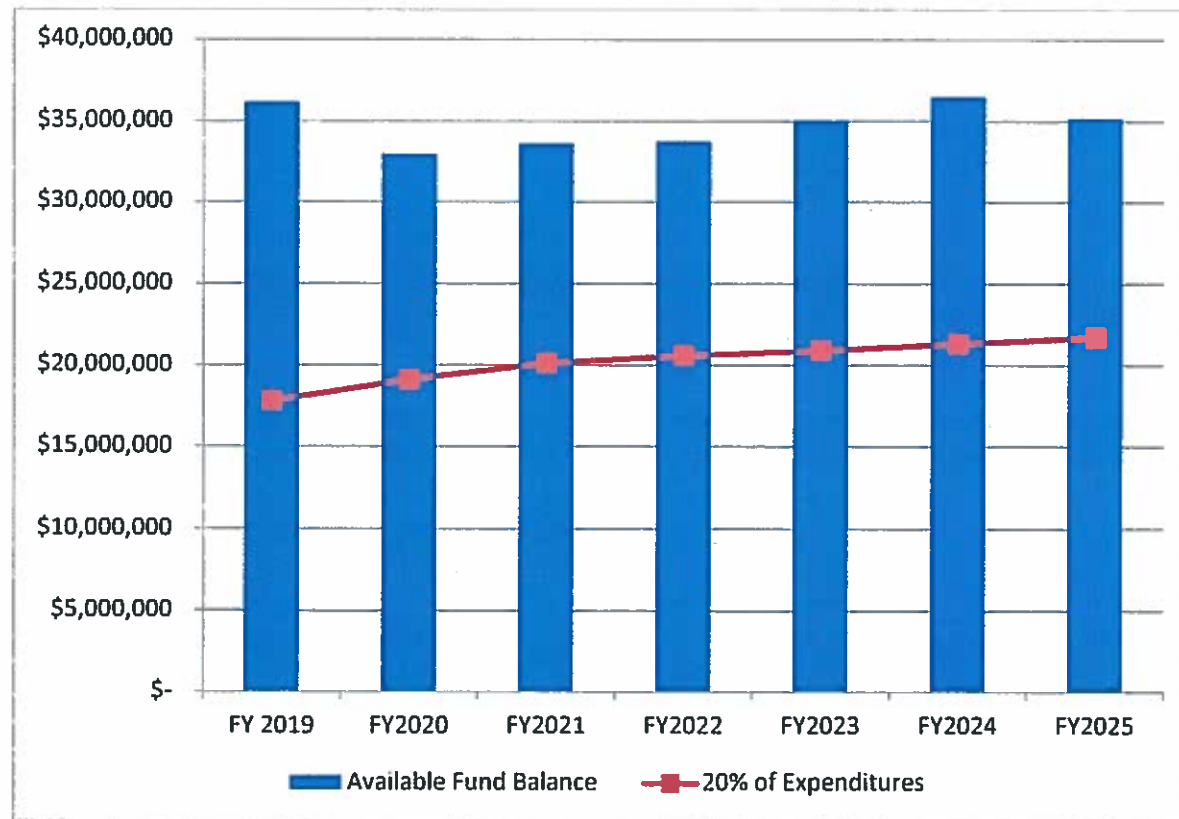
The second element of the debt limit policy bears closer attention as this ratio goes more directly to the question of how much debt the City can afford.

The chart on the following page illustrates the relationship of debt service payments to total expenditures through FY2025. Expenditures projected are based on a balanced budget based on conservative revenue projections.



As shown in the chart, it is projected that the debt service to expenditure ratio will exceed the policy goal of 12% starting in FY2020 but will remain slightly below the policy maximum of 15%. The increase in annual debt service relates to the facility expansion/renovations for general government and library, and in particular and mostly, for the George Mason High School construction.

As a result of exceeding the 12% policy goal, the City is required by its financial policy to maintain available fund balance of 20% and no less than 15% of total General Fund expenditures. The chart in the following page shows the City's projected fund balance in relation to the goal of 20% ratio.



Available fund balance is comprised of unassigned fund balance of \$16.2 million and capital reserves of \$10 million as well as projected payments from a developer for the lease of 10 acres of land next to the George Mason High School. An interim agreement for this lease was executed in late 2018 and a final comprehensive agreement is expected to be executed at the end of FY2019. The first payment from the developer is also expected to be received by the end of FY2019.

The projected reduction in available fund balance is a result of the City's intended use of capital reserves to help pay for debt service in the coming years.

Forecasting these reserve balances requires assumptions about future operating revenues and expenditures. Key assumptions included in the model used in the chart above include:

- execution of the lease agreement in FY2019 with corresponding payments per current interim agreement;
- interest rates not exceeding 5%; and
- a balanced operating budget every year.

It is worth noting that the discussion of “debt capacity” in terms relating strictly to policy guidance does not address the separate issue of affordability within current tax rates.

In summary, the ratio of annual debt service to total General Fund expenditures is a constraint that bears close attention. This ratio is used by bonding rating agencies to assess fiscal health, and must be used by the City to assess the affordability of specific projects and the five-year CIP as a whole.

Section II: Capital Reserve Balance Policies (Pay-As-You-Go/PAUG)

A minor portion of the City’s CIP projects are funded on a “Pay as you go” basis; the focus for the next six years is in executing previously approved projects. Under this financing option, capital projects are funded by available current year revenues or, if available, the use of capital reserve balances.

The City’s financial policy establishes the funding of a capital reserve at a minimum of 5% of fixed assets or \$3.75 million, whichever is lower. The capital reserve balance shall be used to pay for projects in the CIP or for debt service for those projects. Over the coming years, the City will be using a portion of the capital reserves to pay for debt service.

Attachments:

2018 Financial Policies, adopted
Budget Guidance, adopted
Budget Glossary

RESOLUTION TO ADOPT FISCAL POLICIES FOR THE CITY OF FALLS CHURCH

WHEREAS, the City Council of the City of Falls Church is charged with the ultimate oversight of the fiscal activity of the City government; and

WHEREAS, City Council is resolved to adopt best practices in the prudent exercise of their oversight responsibilities; and

WHEREAS, the City Council's long track record of strong financial management carries many benefits, including the ability, when necessary, to borrow funds at lower cost to the taxpayers; and

WHEREAS, the revision to the fiscal policies herein provides flexibility to meet the challenges of funding a new high school, raises the fund balance target to strengthen fiscal resilience, and reflects the Council's resolve to continue its strong stewardship of the City's long term financial sustainability.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Falls Church does hereby adopt a comprehensive set of fiscal policies as follows.

**CITY OF FALLS CHURCH
FISCAL POLICIES**

I. PLANNING AND BUDGETING – ALL FUNDS

A. Governing Legislation

The adoption and implementation of the City of Falls Church's (the City) budget shall be governed by Chapter 6 of the City Charter and Chapter 10 of the City Code. This policy shall not override any of the provisions of the Charter and the Code, but rather, shall provide supplemental guidance on the adoption and implementation of the City's budget.

B. General

The City of Falls Church will adopt an annual General Fund budget in which the budgeted revenues and expenditures are equal (a balanced budget). The budget shall clearly delineate the sources of funding for each year's expenditures.

Any one-time revenues or use of unassigned fund balance will be used for one-time, non-recurring expenditures such as capital assets, pay-as-you-go projects in the Capital Improvement Program (CIP), equipment, special studies, debt reduction, and capital

reserve contributions. Restricted or committed fund balances may only be used for the purpose so stated.

Each year's budget may include a General Fund Contingent appropriation ("Council Reserve") to cover unforeseen expenditures, new projects initiated after a fiscal year has begun, or revenue shortfalls. Unexpended amounts in this reserve at fiscal year-end may be re-appropriated by Council for use in the subsequent fiscal year. Funding may be allocated from this contingent appropriation only by resolution of City Council.

The City will adopt annual Utility Funds budgets in which the budgeted revenues from fees and charges, investment earnings, and operating grants will be sufficient to meet operating expenses and debt service. Availability fees, including availability fees accumulated from previous years, will only be used to offset the costs of providing additional capacity, including debt service on any debt incurred to finance such projects. Any one-time revenues or use of unrestricted net assets will be used for one-time, non-recurring expenses such as capital, equipment, special studies, debt reduction, and reserve contributions. Restricted net assets may only be used for the purpose so stated.

The City will prepare and update annually a five-year Capital Improvement Program (CIP) to be approved by City Council. At the same time, the City Council will adopt an annual budget for the Capital Fund including a resolution to bond projects requiring that source of funding. The CIP will be developed with an analysis of the City's infrastructure and other capital needs, and the financial impact of the debt service required to meet the recommended financing plan.

Except for trust funds, the City will adopt an annual budget for all other funds including the School Board and the Economic Development Authority.

The City Council will adopt all budgets by Ordinance.

C. Budget Amendments

Amendments to any budget that require an increase in revenue and/or expenditure requires an Ordinance to be passed by the City Council.

Transfers of funding between departments, as defined by the City's organization structure, requires a resolution by the City Council. Any transfers to and from the Storm Water Fund and Sewer Fund constitute an increase in each of the Funds' budgets and therefore requires an Ordinance to be passed by the City Council.

Transfers within departments require an approval by the City Manager and by the Chief Financial Officer.

Transfers between capital projects require a resolution by the City Council. Downward adjustments to project budgets require approval only by the City Manager and the Director of Finance.

D. Funding of Post-Retirement Benefits

The City will use an actuarially-accepted method of funding its pension system to maintain a fully-funded position. The City's contribution to employee retirement costs will be adjusted annually as necessary to fully fund its actuarially determined employer contributions.

The City will use an actuarially-accepted method of funding its other post-employment benefits to maintain a fully-funded position. The extent of the City's *other* post-employment benefits and its contribution to them will be adjusted annually as necessary to fully fund its actuarially determined employer contribution.

E. Transfers from Utility Funds

Transfers from the Utility Funds to the General Fund may be done for reimbursement of administrative expenses based on a reasonable method of calculation and payment in lieu of taxes.

II. DEBT MANAGEMENT

A. General Fund

The City of Falls Church will adhere to the following policies whenever the City issues new bonds:

1. Total General Fund supported debt shall not exceed 5% of the net assessed valuation of taxable real estate property in the City.
2. The goal would be to maintain annual debt service expenditures for all General Fund supported debt below twelve percent (12%) of total General Fund operating expenditures, including school board transfer and debt service and in no event shall it exceed fifteen percent (15%). If at any time the 12% target is exceeded, the City shall comply with the fund balance requirements stated in Section III.A.3.
3. The term of any debt issue shall not exceed the useful life of the capital project/facility or equipment for which the borrowing is intended.
4. The city shall comply with all U.S. Internal Revenue Service arbitrage rebate requirements for bonded indebtedness.
5. The City shall comply with all requirements of Title 15.2 Code of Virginia and all other legal requirements regarding the issuance of bonds and certificates of the City or its debt issuing authorities.

6. At least 25% of total debt will be repaid within five years and at least 50% of total debt within ten years. If at any time the payout ratio falls below these thresholds, the City shall comply with the fund balance requirements stated in Section III.A.3.
7. Debt shall be defined as bonds, capital leases, lines of credit, and certificates of participation or any other instruments that constitute evidence of indebtedness on the part of the City.

The Council shall put to referendum certain general obligation bonds:

1. Where the aggregate amount of the bond, for the bonded project or portion thereof exceeds ten percent of the General Fund budget for the fiscal year in which the bond(s) are anticipated to be issued.
2. The referendum requirement does not apply to bonds issued for sewer, fire, police and medical services projects.

In addition, Article VII of the Constitution of the Commonwealth of Virginia limits the City's debt capacity to not more than 10% of the assessed valuation of taxable real estate property in the City.

B. Utility Funds

The City may issue bonds to fund enterprise activities, such as storm water and sewer utilities, or for capital projects which will generate a revenue stream.

1. The bonds will be issued only if revenue sources are identified that are sufficient to fund the debt service requirements.
2. Costs of issuance, debt service reserve funds, and capitalized interest may be included in the capital project costs and thus are fully eligible for reimbursement from bond proceeds.
3. Bonds may be issued either as revenue bonds or as City general obligation bonds. In either case, the debt service coverage for the fund supporting the debt shall be at least 105%. Debt service coverage is calculated by dividing net operating income by the bonds' annual debt service.

III. FUND BALANCE AND NET ASSETS

A. General Fund

Unassigned fund balance is a key element of financial resilience for any municipal organization. An unassigned fund balance at 17% of expenditures represents two months of operating expenditures, and is held in reserve to mitigate the impacts of unanticipated revenue shortfalls, and provide a buffer for unexpected expenditure

requirements. Capital reserves, similarly, allow the City to execute a multi-year capital plan with a buffer against unforeseen economic events.

The City of Falls Church adopts the following policy for its Unassigned General Fund balance:

1. The goal for unassigned fund balance shall be 17%, but not less than 12%, of the actual General Fund expenditures for the then current Fiscal Year, and these funds shall be appropriated by the City Council.
2. In the event that the unassigned fund balance is used to provide for temporary funding of unforeseen emergency needs or used to mitigate effect of unbudgeted revenue shortfall, the City shall restore the unassigned fund balance to 12% of the actual General Fund expenditures for the then current fiscal year within two fiscal years following the fiscal year within which the event occurred. To the extent additional funds are necessary to restore the unassigned General Fund Balance to 17% of the actual General Fund expenditures for the then current year, such funds shall be accumulated in no more than three approximately equal contributions each fiscal year; this shall provide for full recovery of the targeted fund balance amount within five years following the fiscal year in which the event occurred.
 - a. The use of unassigned fund balance as described in item 2 shall be made by a budget amendment.
3. In the event City's annual debt service for all General Fund supported debt exceeds twelve percent (12%) of General Fund expenditures as stated in Section II.A.2 or the City's debt payout ratios fall below the thresholds described in Section II.A.6, the goal for available General Fund Balance (including all unrestricted and spendable fund balance) shall be twenty percent (20%) but not less than fifteen percent (15%) of the actual General Fund expenditures for the then current fiscal year. In addition, the same method of fund balance restoration (as outlined for unassigned fund balance in Section III.A.2) will apply to total available fund balance if it falls below fifteen percent (15%).
4. The following are other types of fund balance as defined by Governmental Accounting Standards Board (GASB) and should not be included in the calculation of the ratio discussed in item 1:
 - a. Restricted fund balance represents that portion of fund balance that is restricted for a specific future use either by enabling legislation, donor, or bond covenant. This fund balance is required to be used or maintained for the specific purpose so stated.
 - b. Committed fund balance represents fund balance that is committed by the City Council to be used for a specific purpose, such as funds committed to be used for capital projects in the Capital Improvement Project fund. Such commitment may only be reversed by similar action

that committed it. Such commitment should be supported by definitive plans approved by the City Council.

- c. Non-spendable fund balance represents that portion of the fund balance that is not available for future spending such as prepaid items, inventory and long-term notes receivables.
- d. Assigned fund balance represents amounts that are constrained to be used for specific purpose (such as towards contracts) by either the City Council or the City Manager.

B. Capital Reinvestment Policy: General Fund

- 1. The City shall establish a capital reserve and it shall be a committed fund balance. The balance shall be maintained at 5% of General Fund capital assets OR \$3,750,000, whichever is lower. The capital reserve shall be used to pay for replacement and rehabilitation projects in the Capital Improvement Program or for debt service for those projects. The use of this capital reserve shall be included in the annual appropriation or in budget amendments passed by the City Council through an Ordinance. The City may go below the minimum balance to fund unforeseen emergency capital needs. In the event that this happens, the City shall restore the required balance within three (3) fiscal years.

C. Utility Funds

It is the City's goal, pursuant to the utility rate studies provided by consultants, to have positive unrestricted net assets for its Utility Funds in its Statement of Net Assets that reflect economic well-being.

- 1. Unrestricted net assets shall be greater than 25% of total operating expenses at fiscal year-end, to provide reserves for operations and future capital improvements.
- 2. There will be a restriction of net assets for investment in capital assets, net of related debt, as required by Generally Accepted Accounting Principles.
- 3. Designation of unrestricted net assets represents plans by management. Such designations should be supported by definitive plans approved either by the City Council or the City Manager.

The City shall establish a capital reserve for the Storm Water Fund. The balance shall be maintained at 2% of fixed assets. The capital reserve shall be used to pay for projects in the Capital Improvement Program or for debt service for those projects. The use of these funds shall be included in the annual appropriation or in budget amendments passed by the City Council

through an Ordinance. The City may go below the minimum balance to fund unforeseen emergency capital needs. In the event that this happens, the City shall restore the required balance within three (3) fiscal years.

4. The City shall establish a capital reserve for the Sewer Fund. The balance shall be maintained at 2% of capital assets OR \$400,000, whichever is lower. The City shall meet this goal by FY2022 through appropriation of \$50,000 per annum commencing in FY2014. The capital reserve shall be used to pay for projects in the Capital Improvement Program or for debt service for those projects. The use of these funds shall be included in the annual appropriation or in budget amendments passed by the City Council through an Ordinance. The City may go below the minimum balance to fund unforeseen emergency capital needs. In the event that this happens, the City shall restore the required balance within three (3) fiscal years.


All definitions of "fund balance", "net assets", "revenues", "operating revenues", "expenditures" and "expenses" shall comply with Government Accounting Standards Board definitions.

IV. FISCAL POLICIES – ADOPTION

1. The City's fiscal policies shall be adopted by resolution of the City Council.
2. The fiscal policies shall remain in effect until such time as they are amended or repealed by subsequent Council action, and will be presented to City Council every two years within ninety days of a new Council taking office.

Reading: 2-26-18
Adoption: 2-26-18
(TR17-48)

IN WITNESS WHEREOF, the foregoing was adopted by the City Council of the City of Falls Church, Virginia on February 26, 2018 as Resolution 2018-16.


Celeste Heath
City Clerk

RESOLUTION 2018-53


RESOLUTION PROVIDING GUIDANCE ON THE DEVELOPMENT OF THE
FY2020 CITY BUDGET

- WHEREAS, the City Council believes it is useful to provide early guidance on budget development; and
- WHEREAS, the City Council has received initial projections for revenues and expenditures for the coming fiscal year, as well as multi-year projections, and has considered these projections in providing budget guidance; and
- WHEREAS, the guidance statement is intended to provide a framework for the City Manager and the School Board as they develop a proposed budget for presentation in the spring that is aligned with fiscal projections as well as Citywide goals as expressed in the Capital Improvements Program, the Comprehensive Plan, the Council Work Plan, and other approved plans; and
- WHEREAS, the City takes tremendous pride in the quality of public input and citizen involvement in the budget process, and the budget process is designed to provide as many opportunities as possible for citizens to exchange information about budget priorities, and this public input will ultimately inform the Council's final budget decisions next spring; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Falls Church that the attached "FY2020 Budget Guidance Statement" is hereby adopted.

Reading: 12-10-18
Adopted: 12-10-18
(TR18-54)

IN WITNESS WHEREOF, the foregoing was adopted by the City Council of the City of Falls Church, Virginia on December 10, 2018 as Resolution 2018-53.



Celeste Heath
City Clerk

City Council FY2020 Budget Guidance Statement December 10, 2018

The City Council seeks a FY2020 budget development process that advances the City Vision and Comprehensive Plan; supports the City's excellent schools and excellent government services; and adheres to adopted fiscal policies that keep City finances on a sound footing. The City of Falls Church is committed to providing valuable public services that promote a high quality of life in a cost effective manner. To these ends, the FY2020 Budget Guidance is as follows:

- Review all City government and school programs and operations to achieve the most cost effective delivery of services possible. This includes exploring opportunities for consolidating services currently provided by both the General Government and School Divisions.
- It is the Council's intention to maintain appropriate discipline on operating budgets for General Governments and Schools with a vision toward reserving financial capacity for the major capital projects in the City's immediate future, including the George Mason High School and Mary Ellen Henderson Middle School projects, the Mary Riley Styles Library project, and the City Hall Public Safety project.
- The FY20 General Fund operating budget, inclusive of both general government and school operations, should not exceed organic revenue growth, currently projected at 2% over FY2019 budget, and not require an increase in the real estate tax rate.
- Present a FY2020 operating budget and capital financial plan that is in accordance with the City's adopted Financial Policies.
- Present high-level multi-year revenue and expenditure projections so that FY2020 budget decisions can be assessed in the context of long-term sustainability. Revenue forecasts should include potential economic development along with other factors.
- Present a budget that provides a level of employee compensation that is competitive within the regional labor market and sustainable over the long term, and that funds the City pension plan per the annual required contribution (ARC).
- The Budget should provide options for funding improvements that will further the progress in making the City's business districts vibrant, attractive, and walkable, and options for funding the neighborhood traffic calming program on a sustained basis. In addition, the budget should contain options to increase staffing or contracted services to the rate of delivery for these improvements.
- The Capital Improvements Program (CIP) should meet the commitments of the City Council in the adopted FY2019 – FY2024 CIP and include a ten-year planning horizon for major capital needs.

- The CIP should include strategic use of the NVTAs 30% and 70% funds as well as other state and federal sources of funds for transportation improvements for all modes of transportation, including walking, cycling, transit, and vehicles. These transportation investments should be aligned with the walkability priorities established in the Mobility for All Modes Chapter of the Comprehensive Plan.
- Address funding for WMATA that does not exceed the proposed 3% cap on annual increases to jurisdictional contributions for the operating budget.
- Calculate and highlight in the budget presentation the pension expense avoided by the investment of a portion of the water sales proceeds in the pension fund.
- Accompany the FY2020 budget presentation with public information that explains the budget clearly and solicits public participation and input in budget decisions.

Accrual Basis of Accounting – A method of accounting that recognizes the financial effect of transactions, events, and inter-fund activities when they occur, regardless of the timing of related cash flows.

Adopted Budget – The original adopted operating and capital budget approved by the City Council after public hearings and amendments to the proposed budget; becomes legal guidance to City management and departments for spending levels.

Advisory Referendum – A measure voted on by the general public in an election; refers to a specific question posed on a ballot which is non-binding and used to provide guidance to the elected representatives.

Appropriation – An authorization made by the City Council that permits officials to incur obligations against and to make expenditures of governmental resources. Appropriations are usually made for fixed amounts and are granted for a one-year period.

Assessed Value – The fair market value placed upon real and personal property by the City as the basis for levying property taxes.

Assessment/Sales Ratio – Assessed value for each sale of real property divided by its selling price; used to determine if real property is assessed within a reasonable range of fair market value. The Commonwealth of Virginia requires that real property be assessed at 100 percent of fair market value. An acceptable assessment/sales ratio percentage is 70 percent or higher.

Balanced Budget – By law, local government budgets must be balanced; i.e., expenditures may not exceed revenues.

Basis of Accounting – The timing of recognition, that is, when the effects of transactions or events should be recognized for financial reporting purposes.

Bond Debt Instrument – A written promise to pay a specified sum of money (called principal or face value) at a specified future date (called the maturity date) along with periodic interest paid at a specified percentage of the principal. Bonds are typically used for long-term debt to pay for specific capital expenditures.

Bond Ratings – A rating of quality given on any given bond offering as determined by an independent agency in the business of rating such offerings.

BPOL Tax – Business license or gross receipts tax, this item taxes the total revenues of a business.

Budget – A plan of financial operation including an estimate of proposed means of financing them (revenue estimates). The term also sometimes is used to denote the officially approved expenditure ceilings under which the City and its departments operate.

Budget Calendar – The schedule of key dates or milestones the City follows in the preparation and adoption of the budget.

BZA – Board of Zoning Appeals.

CAFR – Comprehensive Annual Financial Report.

Capital Fund – Each year, the City adopts a five-year Capital Improvements Program (CIP) that serves as a blueprint for the long-term physical improvements the City wishes to make. The Capital Fund is funded through a transfer from the general, water and sewer funds, State aid and bond issues. The current year CIP is included as part of the annual budget. The capital fund is also used to account for projects that are capital in nature but do not meet the thresholds to be included in the CIP.

Capital Improvements Program (CIP) – A five-year plan of proposed capital expenditures for long-term improvements to City facilities including water, sewer, transit and schools; identifies each project and source of funding. To be included in the CIP a project must be estimated to cost more than \$100,000 and have a useful life in excess of one year.

Capital Outlay – An appropriation or expenditure category for government assets with a value of \$5,000 or more and a useful economic life of one year or more.

Carryforward (carryover) – Funds in the School Division budget unexpended in one year that are used as a funding source for the subsequent year. This is required by 6.18 of the City Charter.

Coefficient of Dispersion – Represents the mean percentage deviation from a median.

Comprehensive Annual Financial Report (CAFR) – The annual report that represents a locality's financial activities and contains the independent auditor's reports on compliance with laws, regulations and internal controls over financial reporting based on an audit of financial statements performed in accordance with "Government Auditing Standards."

COG – Metropolitan Washington Council of Governments – an independent, nonprofit association of 17 member governments located in the Washington metropolitan region.

Constitutional Officers – Officials elected to four-year terms of office who are authorized by the Constitution of Virginia to head City departments; the Treasurer, the Commissioner of Revenue, and the Sheriff in the City.

Consumer Price Index (CPI) – A measure, calculated by the United States Department of Labor, commonly used to indicate the rate of inflation.

Contingency – A budgetary reserve set aside for emergencies or unforeseen expenditures for which no other budget exists.

CSA – Comprehensive Services Act.

CY – Calendar year.

Debt Per Capita – Total outstanding debt divided by the population of the City.

Debt Ratio – A measure used that determines the annual debt service or outstanding debt as a percentage of some other item which is generally an indication of the ability of the City to repay the debt; examples include annual debt service as a percentage of total annual expenditures and total outstanding debt as a percentage of total assessed value.

Debt Service – The payment of interest and principal to holders of the City's debt instruments.

Economic Development Authority (EDA) – Responsible for encouraging industrial and commercial development in the City.

Encumbrance – A reservation of funds that represents a legal commitment, often established through contract, to pay for future goods or services.

Enterprise Funds – Account for the financing of services to the general public whereby all or most of the operating expenses involved are recorded in the form of charges to users of such services. The enterprise funds consist of the Sewer Utility Fund and the Water Utility Fund.

Expenditure – Actual outlay of monies for goods or services.

Fair Market Sales – Defined as an "arm's length" transaction where there is a willing buyer and a willing seller, neither of which is under pressure to sell or buy. This excludes transfers such as sales within a family, foreclosures, or sales to a governmental unit.

Fringe Benefits – The employer contributions paid by the City as part of the conditions of employment. Examples include health insurance, state public employees retirement system and the City retirement system.

Fiscal Year (FY) – Section 6.01 of the City's charter sets the fiscal year as July 1 through June 30.

Full-Time Equivalent (FTE) – A measure of determining personnel staffing, computed by equating 2,080 hours of work per year (2,912 for firefighters) with one full-time equivalent position.

Fund – An independent fiscal and accounting entity with a self-balancing set of accounts recording cash and/or other resources together with all related liabilities, obligations, reserves, and equities that are segregated for the purpose of carrying on specific activities or attaining certain objectives.

Fund Balance – The excess of an entity's assets over its liabilities; also known as excess revenues over expenditures. A negative fund balance is sometimes called a deficit.

GAAP – Generally Accepted Accounting Principles. These form the basis of the City's accounting and financial reporting.

GASB – Governmental Accounting Standards Board – an organization that provides the ultimate authoritative accounting and financial reporting standards for state and local governments.

General Fund – Used to account for all general operating expenditures and revenues, this is the City's largest fund. Revenues in the general fund primarily are from property taxes, sales tax, the business license tax and State aid.

General Obligation Bond – A bond for which the full faith and credit of the City is pledged for payment.

Infrastructure – Public systems and facilities, including water and sewer systems, roads, bridges, public transportation systems, schools and other utility systems.

Internal Service Charges – Charges to City departments for assigned vehicle repairs and maintenance provided by the motor pool division.

IT – Information technology.

Lease Financing Instrument – Financial obligation which is not the general obligation debt of the City for which the full faith and credit of the City is pledged for payment.

Median Household Income – Median denotes the middle value in a set of values, in this case, household income.

MIS Services – Management information services generally referring to information technology products and services.

MISS UTILITY – An organization that tracks utilities so that, in accordance with the Underground Utility Protection Law, anybody who wants to dig in the ground for any purpose can determine where utilities are located.

Modified Accrual Basis of Accounting – Basis of accounting according to which revenues are recognized in the accounting period in which they become available and measurable and expenditures are recognized in the accounting period in which the fund liability is incurred, if measurable, except for unmatured interest on general long-term debt and certain similar accrued obligations, which are recognized when due.

Non-Departmental Accounts – Accounts used to record expenditures that cannot or have not been allocated to individual departments.

NVTA – Northern Virginia Transportation Authority.

NVTC – Northern Virginia Transportation Commission.

Object – As used in expenditure classification, this term applies to the type of item purchased or the service obtained (as distinguished from the results obtained from expenditures). Examples are personnel services, contractual services and materials and supplies.

OPEB – Other Post Employment Benefits. These are benefits offered to retirees in addition to a retirement plan. The City offers retiree health insurance and life insurance.

Performance Measure – An indicator of the attainment of an objective; it is a specific quantitative measure of work performed or services provided within an activity or program, or it may be a quantitative measure of results obtained through a program or activity.

Personal Property Tax (PP) – A City tax levied on motor vehicles and boats based on published listings of values, and on machinery and tools based on a percentage of cost.

Proposed Budget – The operating and capital budgets submitted to the City Council by the City Manager.

Proprietary Fund – A fund that accounts for operations that are financed in a manner similar to private business enterprise; consists of enterprise funds.

Public Service Corporation (PSC) – An entity defined by the Commonwealth of Virginia as providing utilities to residents and businesses; includes power companies, phone companies, gas companies, and other similar type organizations.

Real Estate Tax (R/E) – A tax levied by the City Council on real property in the City of Fairfax; real property is defined as land and improvements on the land (buildings).

Reserve – An account used to indicate that a portion of fund equity is legally restricted. Reserves may also be funded in a given year's operation, either for contingencies for specific items, or for future expenditures.

Revenue – The income received by the City in support of a program of services to the community; includes such items as property taxes, fees, user charges, grants, fines and forfeitures, interest income and miscellaneous revenue.

Revenue Estimate – A formal estimate of how much revenue will be earned from a specific revenue source for some future period – typically a future fiscal year.

ROW – Right-of-way.

Salaries – The amounts paid for personal services rendered by employees in accordance with rates, hours, terms and conditions authorized by law or stated in employment contracts. This category also includes overtime and temporary help.

SUP – Special use permit as in zoning.

Supplies and Material – The expenditure classification used in the budget to cover office and operating supplies, construction materials, chemicals, fuels, and repair parts.

Tax Rate – The amount of tax levied for each \$100 of assessed value.

Transient Occupancy or Lodging Tax – Tax on stays at hotels and motels of less than 30 days duration.

UCR based reporting – Uniform Crime Reporting; move is toward incident based reporting (IBR).

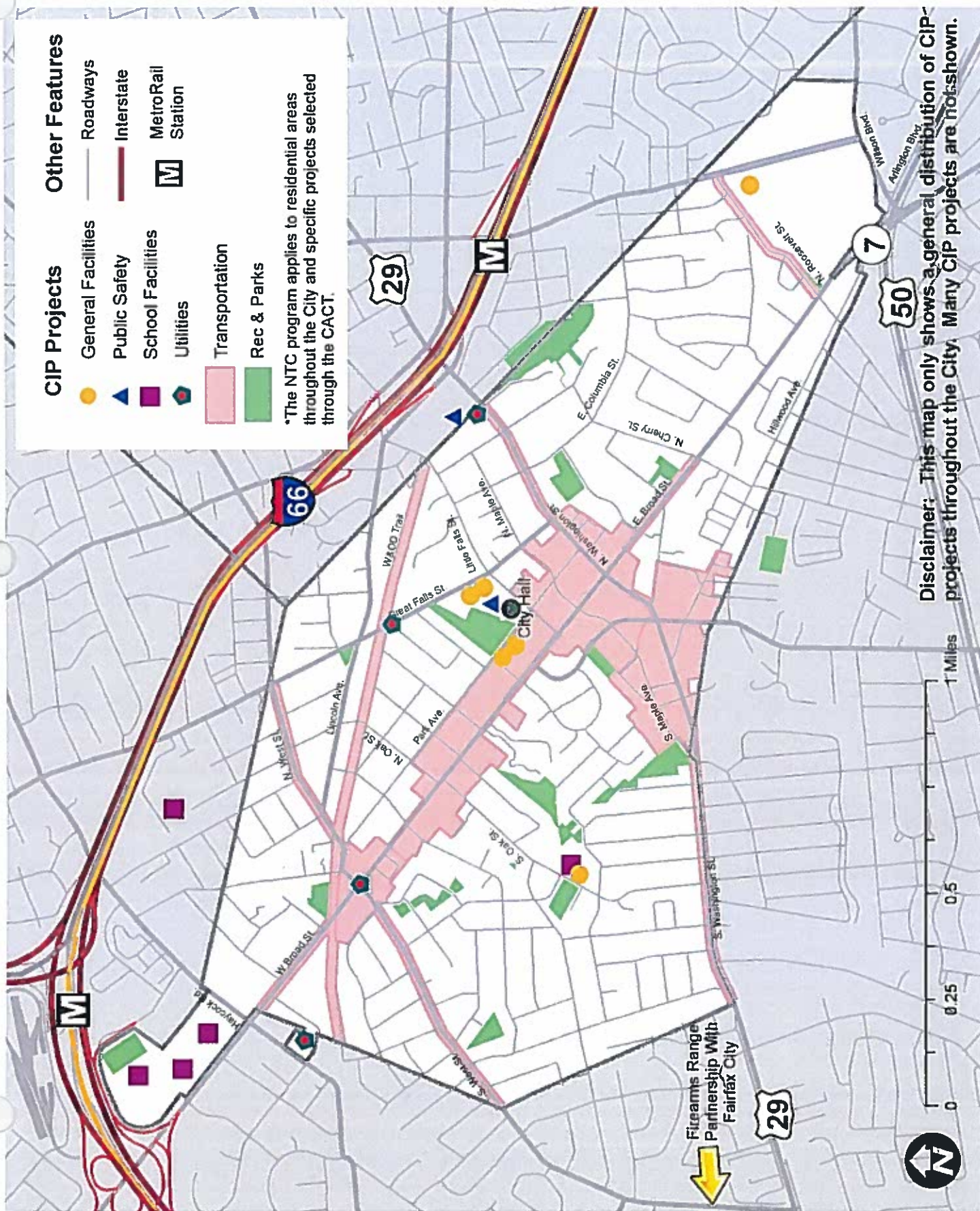
User Fees – The payment of a fee for direct receipt of a public service by the person benefiting from the service.

Utility Funds – Sanitary sewer and Stormwater services are accounted for in the utility funds. The sanitary sewer fund and stormwater fund are enterprise funds. Enterprise funds are those funds in which the cost of providing goods or services is financed primarily through user charges.

VML – Virginia Municipal League – a nonprofit association of City, town and county officials that provides member services to Virginia local governments.

WMATA – Washington Metropolitan Area Transit Authority, the regional agency that operates the METRO bus and subway systems expenditures.

FY2020-2025 CIP Project Distribution



CAPITAL IMPROVEMENTS PROGRAM

All Funds Summary

Deputy City Manager Recommendation to Planning Commission 02-04-2019

	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	6 YR TOTALS	FY2026- FY2029	10 YR TOTALS
GENERAL/SCHOOL FUND	\$ 685,000	\$ 1,985,000	\$ 2,885,000	\$ 1,240,000	\$ 860,000	\$ 825,000	\$ 8,480,000	\$ 17,250,000	\$ 25,730,000
TRANSPORTATION	\$ 15,290,825	\$ 9,107,000	\$ 13,794,000	\$ 11,301,000	\$ 5,803,000	\$ 4,124,000	\$ 59,419,825	\$ 76,325,000	\$ 135,744,825
TOTAL	\$ 15,975,825	\$ 11,092,000	\$ 16,679,000	\$ 12,541,000	\$ 6,663,000	\$ 4,949,000	\$ 67,899,825	\$ 93,575,000	\$ 161,474,825

SOURCES									
Grant/Other Funded	13,389,825	7,501,300	11,718,000	9,625,000	3,627,000	1,400,000	47,261,125	4,924,000	52,185,125
Total Debt Financed	\$ 300,000	\$ 1,100,000	\$ 1,800,000	\$ 700,000	\$ 1,050,000	\$ 1,650,000	\$ 6,600,000	\$ 14,430,000	\$ 21,030,000
Unfunded	\$ 185,000	\$ 485,000	\$ 1,385,000	\$ 440,000	\$ 210,000	\$ 175,000	\$ 2,880,000	\$ 67,117,000	\$ 69,997,000
"Pay as you go"/Capital Reserve Financed	\$ 2,101,000	\$ 2,005,700	\$ 1,776,000	\$ 1,776,000	\$ 1,776,000	\$ 1,724,000	\$ 11,158,700	\$ 7,104,000	\$ 18,262,700
Total Sources	\$ 15,975,825	\$ 11,092,000	\$ 16,679,000	\$ 12,541,000	\$ 6,663,000	\$ 4,949,000	\$ 67,899,825	\$ 93,575,000	\$ 161,474,825

	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	6 Yr Project Totals	FY2026- FY2029	10 YR TOTALS
TOTAL SEWER UTILITY	\$ 4,391,000	\$ 5,256,670	\$ 3,677,990	\$ 3,556,820	\$ 1,950,600	\$ 2,188,900	\$ 21,021,980	\$ 5,244,020	\$ 26,266,000

SOURCES									
Total Debt Financed	\$ 641,000	\$ 2,656,670	\$ 3,027,990	\$ 2,856,820	\$ 1,200,600	\$ 1,438,900	\$ 11,821,980	\$ 2,244,020	\$ 14,066,000
Sewer Availability Fees	\$ 3,200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,200,000	\$ -	\$ 5,200,000
Total "Pay as you go" Financed	\$ 550,000	\$ 600,000	\$ 650,000	\$ 700,000	\$ 750,000	\$ 750,000	\$ 4,000,000	\$ 3,000,000	\$ 7,000,000
Total Sources	\$ 4,391,000	\$ 5,256,670	\$ 3,677,990	\$ 3,556,820	\$ 1,950,600	\$ 2,188,900	\$ 21,021,980	\$ 5,244,020	\$ 26,266,000

	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	6 Yr Project Totals	FY2026- FY2029	10 YR TOTALS
TOTAL STORMWATER UTILITY	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 11,500,000	\$ 18,000,000	\$ -	\$ 18,000,000

SOURCES									
Total Debt Financed	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 8,000,000	\$ -	\$ 8,000,000
Unfunded	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ -	\$ 10,000,000
Total Sources	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 11,500,000	\$ 18,000,000	\$ -	\$ 18,000,000

CAPITAL IMPROVEMENTS PROGRAM

General Fund and School Fund

Deputy City Manager Recommendation to Planning Commission 02-04-2019

	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	6YR TOTALS	FY2026- FY2029	10 YR TOTALS*
*10-year new framework under development									
PUBLIC SAFETY									
Fire Station 6 Reinvestment	\$ 150,000	\$ 550,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 1,000,000	\$ 600,000	\$ 1,600,000
Fire Station 6 Reinvestment	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
Public Facility Security	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ 750,000
Total Public Safety	\$ 150,000	\$ 550,000	\$ 900,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 2,050,000	\$ 600,000	\$ 2,650,000
PUBLIC FACILITIES									
Gen. Govt. Facilities Reinvestment (PayGo)	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,200,000	\$ 800,000	\$ 2,000,000
Gen. Govt. Facilities Reinvestment (Unfunded)	\$ 60,000	\$ 35,000	\$ 85,000	\$ 140,000	\$ 60,000	\$ 25,000	\$ 405,000	\$ 220,000	\$ 625,000
School Facilities Reinvestment (Unfunded)	\$ 125,000	\$ 450,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 1,175,000	\$ 600,000	\$ 1,775,000
Thomas Jefferson Elementary (Debt)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,680,000	\$ 11,680,000
Total Public Facilities	\$ 385,000	\$ 685,000	\$ 435,000	\$ 490,000	\$ 410,000	\$ 375,000	\$ 2,780,000	\$ 13,300,000	\$ 16,080,000
TRANSPORTATION (see separate special transportation fund)									
RECREATION & PARKS/FIELDS									
Fellows Property Parkland (REVISED)	\$ -	\$ 200,000	\$ 400,000	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000
Synthetic Turf Replacement	\$ -	\$ -	\$ -	\$ 450,000	\$ -	\$ -	\$ 450,000	\$ 450,000	\$ 900,000
Park Master Plan Implementation	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 300,000	\$ 300,000	\$ 1,200,000	\$ 900,000	\$ 2,100,000
Park Master Plan Implementation								\$ 2,000,000	\$ 2,000,000
Acquisition of Open Space	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
GMHS Practice Field Lights (NEW)	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
GMHS Practice Field Lights, School transfer (NEW)	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
Total Recreation & Parks/Fields	\$ 150,000	\$ 750,000	\$ 1,550,000	\$ 600,000	\$ 300,000	\$ 300,000	\$ 3,650,000	\$ 3,350,000	\$ 7,000,000
TOTAL GENERAL FUND	\$ 685,000	\$ 1,985,000	\$ 2,885,000	\$ 1,240,000	\$ 860,000	\$ 825,000	\$ 8,480,000	\$ 17,250,000	\$ 25,730,000
SOURCES									
Total Debt Financed	\$ 300,000	\$ 1,100,000	\$ 1,300,000	\$ 600,000	\$ 450,000	\$ 450,000	\$ 4,200,000	\$ 13,630,000	\$ 17,830,000
Only if grant/revenue offset	\$ 185,000	\$ 485,000	\$ 1,385,000	\$ 440,000	\$ 210,000	\$ 175,000	\$ 2,880,000	\$ 2,820,000	\$ 5,700,000
School Financing Plan/Referendum Approval Based	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Total "Pay as you go"	\$ 200,000	\$ 400,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,400,000	\$ 800,000	\$ 2,200,000
Total Sources	\$ 685,000	\$ 1,985,000	\$ 2,885,000	\$ 1,240,000	\$ 860,000	\$ 825,000	\$ 8,480,000	\$ 17,250,000	\$ 25,730,000

CAPITAL IMPROVEMENTS PROGRAM

General Fund and School Fund

Deputy City Manager Recommendation to Planning Commission 02-04-2019

	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	6YR TOTALS	FY2026- FY2029	10 YR TOTALS*
*10-year new framework under development									
PUBLIC SAFETY									
Fire Station 6 Reinvestment	\$ 150,000	\$ 550,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 1,000,000	\$ 600,000	\$ 1,600,000
Fire Station 6 Reinvestment	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
Public Facility Security	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ 750,000
Total Public Safety	\$ 150,000	\$ 550,000	\$ 900,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 2,050,000	\$ 600,000	\$ 2,650,000
PUBLIC FACILITIES									
Gen. Govt. Facilities Reinvestment (PayGo)	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,200,000	\$ 800,000	\$ 2,000,000
Gen. Govt. Facilities Reinvestment (Unfunded)	\$ 60,000	\$ 35,000	\$ 85,000	\$ 140,000	\$ 60,000	\$ 25,000	\$ 405,000	\$ 220,000	\$ 625,000
School Facilities Reinvestment (Unfunded)	\$ 125,000	\$ 450,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 1,175,000	\$ 600,000	\$ 1,775,000
Thomas Jefferson Elementary (Debt)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,680,000	\$ 11,680,000
Total Public Facilities	\$ 385,000	\$ 685,000	\$ 435,000	\$ 490,000	\$ 410,000	\$ 375,000	\$ 2,780,000	\$ 13,300,000	\$ 16,080,000
TRANSPORTATION (see separate special transportation fund)									
RECREATION & PARKS/FIELDS									
Fellows Property Parkland (REVISED)	\$ -	\$ 200,000	\$ 400,000	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000
Synthetic Turf Replacement	\$ -	\$ -	\$ -	\$ 450,000	\$ -	\$ -	\$ 450,000	\$ 450,000	\$ 900,000
Park Master Plan Implementation	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 300,000	\$ 300,000	\$ 1,200,000	\$ 900,000	\$ 2,100,000
Acquisition of Open Space	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000
GMHS Practice Field Lights (NEW)	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
GMHS Practice Field Lights, School transfer (NEW)	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000
Total Recreation & Parks/Fields	\$ 150,000	\$ 750,000	\$ 1,550,000	\$ 600,000	\$ 300,000	\$ 300,000	\$ 3,650,000	\$ 1,350,000	\$ 5,000,000
TOTAL GENERAL FUND	\$ 685,000	\$ 1,985,000	\$ 2,885,000	\$ 1,240,000	\$ 860,000	\$ 825,000	\$ 8,480,000	\$ 15,250,000	\$ 23,730,000
SOURCES									
Total Debt Financed	\$ 300,000	\$ 1,100,000	\$ 1,300,000	\$ 600,000	\$ 450,000	\$ 450,000	\$ 4,200,000	\$ 13,630,000	\$ 17,830,000
Only if grant/revenue offset	\$ 185,000	\$ 485,000	\$ 1,385,000	\$ 440,000	\$ 210,000	\$ 175,000	\$ 2,880,000	\$ 820,000	\$ 3,700,000
School Financing Plan/Referendum Approval Based	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total "Pay as you go"	\$ 200,000	\$ 400,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,400,000	\$ 800,000	\$ 2,200,000
Total Sources	\$ 685,000	\$ 1,985,000	\$ 2,885,000	\$ 1,240,000	\$ 860,000	\$ 825,000	\$ 8,480,000	\$ 15,250,000	\$ 23,730,000

CAPITAL IMPROVEMENTS PROGRAM
General Fund (Transportation Special Fund)
Deputy City Manager Recommendation to Planning Commission 02-04-2019

	Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	6 YR TOTALS	FY2026- FY2029	10 YR *
*10-year new framework under development										
Infrastructure Program - Bridges	Federal Grant (RSTP)	\$ 398,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 698,000	\$ 240,000	\$ 938,000
Infrastructure Program - Bridges	State Grant (SGR)	\$ 1,710,000	\$ 185,000	\$ 178,000	\$ 61,000	\$ -	\$ -	\$ 2,134,000	\$ -	\$ 2,134,000
Infrastructure Program - Pavement	State Grant (Revenue Sharing)	\$ 440,000	\$ -	\$ -	\$ 650,000	\$ 700,000	\$ -	\$ 1,790,000	\$ -	\$ 1,790,000
Infrastructure Program - Pavement	State Grant (NVTA 30%)	\$ 475,000	\$ -	\$ -	\$ 650,000	\$ 700,000	\$ 600,000	\$ 2,425,000	\$ -	\$ 2,425,000
Infrastructure Program - Pavement	State Grant (SGR)	\$ 949,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 949,000	\$ -	\$ 949,000
Infrastructure Program - Pavement	Local (Debt)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ -	\$ 600,000
Infrastructure Program - Traffic Signals	Federal Grant (HSIP)	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000
Infrastructure Program - Traffic Signals	State Grant (Revenue Sharing)	\$ 62,500	\$ 350,000	\$ 300,000	\$ -	\$ -	\$ -	\$ 712,500	\$ -	\$ 712,500
Infrastructure Program - Traffic Signals	State Grant (NVTA 30%)	\$ -	\$ 350,000	\$ 300,000	\$ -	\$ -	\$ -	\$ 650,000	\$ -	\$ 650,000
Infrastructure Program - Traffic Signals	Local (PAYGO)	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500	\$ -	\$ 62,500
South Washington POA Program	Federal Grant (Smartscale)	\$ 3,317,866	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,317,866	\$ -	\$ 3,317,866
South Washington POA Program	State Grant (Revenue Share)	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500	\$ -	\$ 62,500
South Washington POA Program	Local (PAYGO)	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500	\$ -	\$ 62,500
Downtown Area POA Program	Federal Grant (Smart Scale)	\$ 520,000	\$ 538,000	\$ 674,000	\$ 608,000	\$ -	\$ -	\$ 2,340,000	\$ -	\$ 2,340,000
Downtown Area POA Program	State Grant (NVTA 30%)	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ 240,000	\$ -	\$ 240,000
Downtown Area POA Program	State Grant (NVTA 70%)	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ 400,000
Downtown Area POA Program	Local (Debt)	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000
Neighborhood Traffic Calming	Federal Grant (HSIP)	\$ 636,000	\$ -	\$ 800,000	\$ -	\$ -	\$ -	\$ 1,436,000	\$ -	\$ 1,436,000
Neighborhood Traffic Calming	Local (PAYGO)	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ 400,000	\$ -	\$ 400,000
Neighborhood Traffic Calming	State Grant (NVTA 30%)	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 400,000	\$ 500,000
Multimodal Connectivity and Accessibility	Federal Grant (SmartScale)	\$ 300,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 550,000	\$ -	\$ 550,000
Multimodal Connectivity and Accessibility	State Grant (NVTA 70%)	\$ 2,420,959	\$ 474,000	\$ -	\$ -	\$ -	\$ -	\$ 2,894,959	\$ -	\$ 2,894,959
Multimodal Connectivity and Accessibility	Federal Grant (TAP)	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ -	\$ 120,000
Multimodal Connectivity and Accessibility	Federal Grant (HSIP)	\$ 71,000	\$ 30,000	\$ 499,000	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000
Multimodal Connectivity and Accessibility	Federal Grant (RSTP)	\$ -	\$ -	\$ -	\$ 348,000	\$ 490,000	\$ 550,000	\$ 1,388,000	\$ 2,200,000	\$ 3,588,000
Multimodal Connectivity and Accessibility	Unfunded	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
Multimodal Connectivity and Accessibility	Local (PAYGO)	\$ 200,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 230,000	\$ -	\$ 230,000
WMATA & NVTA Annual Cost	Local (CIE)	\$ 1,080,000	\$ 1,107,000	\$ 1,135,000	\$ 1,164,000	\$ 1,194,000	\$ 1,224,000	\$ 6,904,000	\$ 5,215,000	\$ 12,119,000
WMATA & NVTA Annual Cost	Local (PAYGO)	\$ 396,000	\$ 368,700	\$ 341,000	\$ 312,000	\$ 82,000	\$ -	\$ 1,499,700	\$ 689,000	\$ 2,188,700
WMATA & NVTA Annual Cost	Local (Debt)	\$ -	\$ -	\$ -	\$ 100,000	\$ 600,000	\$ 600,000	\$ 1,300,000	\$ 800,000	\$ 2,100,000
WMATA & NVTA Annual Cost	State Grant (NVTA 30%)	\$ 377,000	\$ 293,300	\$ 356,000	\$ 311,000	\$ 77,000	\$ 190,000	\$ 1,604,300	\$ 2,084,000	\$ 3,688,300
North Washington POA Program	Unfunded	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,100,000	\$ 18,100,000
North Washington POA Program	State Grant (NVTC I-66)	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ -	\$ 1,600,000	\$ -	\$ 1,600,000
West Broad Street POA Program	Federal Grant (RSTP)	\$ -	\$ 361,000	\$ 440,000	\$ 348,000	\$ -	\$ -	\$ 1,149,000	\$ -	\$ 1,149,000
West Broad Street POA Program	Federal Grant (Smart Scale)	\$ 150,000	\$ 900,000	\$ 776,000	\$ 324,000	\$ -	\$ -	\$ 2,150,000	\$ -	\$ 2,150,000
West Broad Street POA Program	Unfunded	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,197,000	\$ 43,197,000
West Falls Church and Joint Campus Revitalization District	Federal Grant (BPSP)	\$ -	\$ 50,000	\$ 50,000	\$ 650,000	\$ -	\$ -	\$ 750,000	\$ -	\$ 750,000
West Falls Church and Joint Campus Revitalization District	State Grants (NVTA 70%)	\$ -	\$ 2,900,000	\$ 7,185,000	\$ 5,615,000	\$ -	\$ -	\$ 15,700,000	\$ -	\$ 15,700,000
Transportation Project/ Grant Development	Local (PAYGO)	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 400,000	\$ 1,000,000
TOTAL TRANSPORTATION FUND		\$ 15,290,825	\$ 9,107,000	\$ 13,794,000	\$ 11,301,000	\$ 5,803,000	\$ 4,124,000	\$ 59,419,825	\$ 76,325,000	\$ 135,744,825
SOURCES										
Grant Funded		\$ 13,389,825	\$ 7,501,300	\$ 11,718,000	\$ 9,625,000	\$ 3,627,000	\$ 1,400,000	\$ 47,261,125	\$ 4,924,000	\$ 52,185,125
Local Debt	Local (Debt)	\$ -	\$ -	\$ 500,000	\$ 100,000	\$ 600,000	\$ 1,200,000	\$ 2,400,000	\$ 800,000	\$ 3,200,000
Unfunded	Unfunded	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,297,000	\$ 64,297,000
Total "Pay as you go"	Local (PAYGO & C&IE)*	\$ 1,901,000	\$ 1,605,700	\$ 1,576,000	\$ 1,576,000	\$ 1,576,000	\$ 1,524,000	\$ 9,758,700	\$ 6,304,000	\$ 16,062,700
Total Sources		\$ 15,290,825	\$ 9,107,000	\$ 13,794,000	\$ 11,301,000	\$ 5,803,000	\$ 4,124,000	\$ 59,419,825	\$ 76,325,000	\$ 135,744,825

CAPITAL IMPROVEMENTS PROGRAM

General Fund and School Fund

Financial Policy Compliance Ratios

Deputy City Manager Recommendation to Planning Commission 02-04-2019

	FY 2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
Fund Balance							
Expenditures*	\$ 89,091,302	\$ 95,577,579	\$ 100,664,579	\$ 103,012,959	\$ 104,530,207	\$ 106,619,199	\$ 108,598,268
Beginning Available Fund Balance	28,397,715	36,137,715	32,937,715	33,606,015	33,772,015	35,017,015	36,491,015
Addition to Available Fund Balance	1,240,000	(3,200,000)	(6,331,700)	(6,834,000)	(5,755,000)	(5,526,000)	(1,320,000)
Land Sale Proceeds	6,500,000	-	7,000,000	7,000,000	7,000,000	7,000,000	-
Ending Fund Balance	\$ 36,137,715	\$ 32,937,715	\$ 33,606,015	\$ 33,772,015	\$ 35,017,015	\$ 36,491,015	\$ 35,171,015
Fund balance as % of expenditures	40.6%	34.5%	33.4%	32.8%	33.5%	34.2%	32.4%
Policy Target (20% of Expenditures)	17,818,300	19,115,500	20,132,900	20,602,600	20,906,000	21,323,800	21,719,700
Debt Service							
Existing	\$ 8,155,065	\$ 7,957,579	\$ 7,824,579	\$ 7,465,959	\$ 6,287,207	\$ 6,084,199	\$ 5,686,268
New**	-	4,020,000	7,150,000	7,715,000	8,215,000	8,256,000	8,326,000
Total Debt Service	\$ 8,155,065	\$ 11,977,579	\$ 14,974,579	\$ 15,180,959	\$ 14,502,207	\$ 14,340,199	\$ 14,012,268
Debt service as % of expenditures	9.2%	12.5%	14.9%	14.7%	13.9%	13.4%	12.9%
Standard Policy Limit (12% of Expenditures)	10,690,956	11,469,309	12,079,749	12,361,555	12,543,625	12,794,304	13,031,792
Maximum Policy (15% of Expenditures)	13,363,695	14,336,637	15,099,687	15,451,944	15,679,531	15,992,880	16,289,740

*For expenditures other than debt service, includes annual growth projection of 2.5%.

**3.5%-5.00% interest rate assumption is used for new debt service calculation over the next six years. GMHS project for \$120M is expected to be issued with 30-year level debt service bonds. Other debt is anticipated to be issued with 20-year level principal bonds.

CAPITAL IMPROVEMENTS PROGRAM
Funding Source Summary
For General Fund and School Board Projects
 Deputy City Manager Recommendation to Planning Commission 02-04-2019

	FUNDING SOURCE- FY2020 ONLY							FUNDING SOURCE- 6-YEAR PERIOD FY2021-FY2026				
	FY2020	DEBT	PAUG	GRANTS	TBD	FY2020 PCT		6YR TOTALS	DEBT	PAUG	GRANTS	TBD
GENERAL FUND							GENERAL FUND					
Fire Station 6 Reinvestment	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	21.90%	Fire Station 6 Reinvestment	\$ 1,300,000	\$ 1,000,000	\$ -	\$ -	\$ 300,000
Public Facility Security	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	Public Facility Security	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -
Gen. Govt Facilities Reinvestment	\$ 260,000	\$ -	\$ 200,000	\$ -	\$ 60,000	37.96%	Gen. Govt Facilities Reinvestment	\$ 1,605,000	\$ -	\$ 1,200,000	\$ -	\$ 405,000
School Facilities Reinvestment	\$ 125,000	\$ -	\$ -	\$ -	\$ 125,000	18.25%	School Facilities Reinvestment	\$ 1,175,000	\$ -	\$ -	\$ -	\$ 1,175,000
Thomas Jefferson Elementary	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	Thomas Jefferson Elementary	\$ -	\$ -	\$ -	\$ -	\$ -
Fellows Property	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	Fellows Property	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ -
Synthetic Turf Replacement	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	Synthetic Turf Replacement	\$ 450,000	\$ 450,000	\$ -	\$ -	\$ -
Park Master Plan Implementation	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	21.90%	Park Master Plan Implementation	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ -
Acquisition of Open Space	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	Acquisition of Open Space	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
GMHS Practice Field Lighting	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	GMHS Practice Field Lighting	\$ 400,000	\$ 200,000	\$ 200,000	\$ -	\$ -
General Gov. and School Subtotal	\$ 685,000	\$ 300,000	\$ 200,000	\$ -	\$ 185,000	100.00%	General Gov. and School Subtotal	\$ 8,480,000	\$ 4,200,000	\$ 1,400,000	\$ -	\$ 2,880,000
TRANSPORTATION							TRANSPORTATION					
Infrastructure Program - Bridges	\$ 2,108,000	\$ -	\$ -	\$ 2,108,000	\$ -	13.79%	Infrastructure Program - Bridges	\$ 2,832,000	\$ -	\$ -	\$ 2,832,000	\$ -
Infrastructure Program - Pavement	\$ 1,864,000	\$ -	\$ -	\$ 1,864,000	\$ -	12.19%	Infrastructure Program - Pavement	\$ 5,764,000	\$ 600,000	\$ -	\$ 5,164,000	\$ -
Infrastructure Program - Traffic Signals	\$ 1,625,000	\$ -	\$ 62,500	\$ 1,562,500	\$ -	10.63%	Infrastructure Program - Traffic Signals	\$ 2,925,000	\$ -	\$ 62,500	\$ 2,862,500	\$ -
South Washington POA Program	\$ 3,442,866	\$ -	\$ 62,500	\$ 3,380,366	\$ -	22.52%	South Washington POA Program	\$ 3,442,866	\$ -	\$ 62,500	\$ 3,380,366	\$ -
Downtown Area POA Program	\$ 520,000	\$ -	\$ -	\$ 520,000	\$ -	3.40%	Downtown Area POA Program	\$ 3,480,000	\$ 500,000	\$ -	\$ 2,980,000	\$ -
Neighborhood Traffic Calming	\$ 636,000	\$ -	\$ -	\$ 636,000	\$ -	4.16%	Neighborhood Traffic Calming	\$ 1,936,000	\$ -	\$ 400,000	\$ 1,536,000	\$ -
Multimodal Connectivity and Accessibility	\$ 2,991,959	\$ -	\$ 200,000	\$ 2,791,959	\$ -	19.57%	Multimodal Connectivity and Accessibility	\$ 5,782,959	\$ -	\$ 230,000	\$ 5,552,959	\$ -
WMATA & NVTA Annual Cost	\$ 1,853,000	\$ -	\$ 1,476,000	\$ 377,000	\$ -	12.12%	WMATA & NVTA Annual Cost	\$ 11,308,000	\$ 1,300,000	\$ 6,403,700	\$ 1,604,300	\$ -
North Washington POA Program	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	North Washington POA Program	\$ 1,600,000	\$ -	\$ -	\$ 1,600,000	\$ -
West Broad Street POA Program	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ -	0.98%	West Broad Street POA Program	\$ 3,299,000	\$ -	\$ -	\$ 3,299,000	\$ -
West Falls Church and Joint Campus Revitalization District	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	West Falls Church and Joint Campus Revitalization District	\$ 16,450,000	\$ -	\$ -	\$ 750,000	\$ -
Transportation Project/ Grant Development	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	0.65%	Transportation Project/ Grant Development	\$ 600,000	\$ -	\$ 600,000	\$ 15,700,000	\$ -
Transportation Subtotal	\$ 15,290,825	\$ -	\$ 1,901,000	\$ 13,389,825	\$ -	100.00%	Transportation Subtotal	\$ 59,419,825	\$ 2,400,000	\$ 9,758,700	\$ 47,261,125	\$ -
TOTAL	\$ 15,975,825	\$ 300,000	\$ 2,101,000	\$ 13,389,825	\$ 185,000		TOTAL	\$ 67,899,825	\$ 6,600,000	\$ 11,158,700	\$ 47,261,125	\$ 2,880,000

CAPITAL IMPROVEMENTS PROGRAM

Utility Funds

Deputy City Manager Recommendation to Planning Commission 02-04-2019

	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	6 YR TOTALS	FY2026- FY2029	10 YR TOTALS*
Arlington WPCP Non-expansion Capital	\$ 209,000	\$ 313,000	\$ 392,000	\$ 421,000	\$ 657,000	\$ 1,069,000	\$ 3,061,000	\$ 1,346,000	\$ 4,407,000
Alexandria Wastewater Treatment Upgrades	\$ 432,000	\$ 473,670	\$ 765,990	\$ 575,820	\$ 543,600	\$ 369,900	\$ 3,160,980	\$ 898,020	\$ 4,059,000
Alexandria Wastewater Treatment Plant Capacity	\$ -	\$ 1,870,000	\$ 1,870,000	\$ 1,860,000	\$ -	\$ -	\$ 5,600,000	\$ -	\$ 5,600,000
Sanitary Sewer Rehabilitation	\$ 550,000	\$ 600,000	\$ 650,000	\$ 700,000	\$ 750,000	\$ 750,000	\$ 4,000,000	\$ 3,000,000	\$ 7,000,000
West End Sewer Capacity (NEW)	\$ 3,200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,200,000	\$ -	\$ 5,200,000
Total Sewer Utility	\$ 4,391,000	\$ 5,256,670	\$ 3,677,990	\$ 3,556,820	\$ 1,950,600	\$ 2,188,900	\$ 21,021,980	\$ 5,244,020	\$ 26,266,000
SOURCES									
Total Debt Financed	\$ 641,000	\$ 2,656,670	\$ 3,027,990	\$ 2,856,820	\$ 1,200,600	\$ 1,438,900	\$ 11,821,980	\$ 2,244,020	\$ 14,066,000
Total "Pay as you go" Financed	\$ 550,000	\$ 600,000	\$ 650,000	\$ 700,000	\$ 750,000	\$ 750,000	\$ 4,000,000	\$ 3,000,000	\$ 7,000,000
Sewer Availability Fees	\$ 3,200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 5,200,000	\$ -	\$ 5,200,000
TOTAL SOURCES	\$ 4,391,000	\$ 5,256,670	\$ 3,677,990	\$ 3,556,820	\$ 1,950,600	\$ 2,188,900	\$ 21,021,980	\$ 5,244,020	\$ 26,266,000
STORMWATER UTILITY									
Stormwater Facilities Reinvestments	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 8,000,000	\$ -	\$ 8,000,000
Four Mile Run	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ -	\$ 10,000,000
TOTAL STORMWATER UTILITY	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 11,500,000	\$ 18,000,000	\$ -	\$ 18,000,000
SOURCES									
Total Debt Financed	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 8,000,000	\$ -	\$ 8,000,000
Total "Pay as you go" Financed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Only if grant/revenue offset	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000	\$ -	\$ 10,000,000
TOTAL SOURCES	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 11,500,000	\$ 18,000,000	\$ -	\$ 18,000,000
TOTAL UTILITIES	\$ 5,391,000	\$ 6,256,670	\$ 5,177,990	\$ 5,056,820	\$ 3,450,600	\$ 13,688,900	\$ 39,021,980	\$ 5,244,020	\$ 44,266,000

Fire Station 6 Reinvestment

Category: Public Safety

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, Estimate, and Schedule

Per the 2014 Fire & EMS Service Agreement with Arlington County, the City of Falls Church is responsible for funding Capital Improvements to Fire Station 6. In FY2015, the windows were replaced throughout the facility and repairs to the Apparatus Doors were performed. This five-year CIP plan is based upon prioritization of deficiencies that were identified in a 2013 condition assessment and subsequently identified needs. The proposed plan includes in priority order:

FY19 Update: HVAC Replacement: HVAC design has been completed and Arlington County is working on phasing the HVAC replacement work in two phases. Phase 1: Will address the 2nd floor HVAC replacement with electrical modification for the new units. Phase 2: Will address the 1st floor HVAC replacement and infrared heaters in the apparatus bays.

1. FY20: BAS and a portion of the funds will go to the HVAC project
2. FY21: Apparatus bay door replacement (10 Four-Fold doors, \$55,000 each) (Refer to attached study and cost)
3. FY22: Sewer repairs
4. FY23: Generator replacement
5. FY24: Bathroom renovations 2nd floor: 2 bathrooms; 1 bathroom with showers
6. FY25: Bathroom renovations 2nd and 1st floor: 1 bathroom with showers; 2 ADA bathrooms

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (Debt)	\$ 150,000	\$ 550,000	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 600,000	\$ 1,600,000
Unfunded	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ 300,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 150,000	\$ 550,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000	\$ 1,900,000

Funding Notes: Cost estimates for all projects have been provided by the Arlington County Facilities Maintenance Bureau.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Per the 2014 Fire & EMS Agreement, Arlington County is responsible for maintenance and operating costs at this facility, so there will be no impact upon Operating Costs to the City.

Conformity with Comprehensive Plan and Council Strategic Plan

Investment in City facilities meets the goals of Comprehensive Plan Chapter 8 "Community Facilities, Public Utilities and Government Services". Relevant goals include:

"Public services are an integral component of a healthy community structure. They support existing and future development and contribute to the health, safety, education and welfare of citizens and businesses in the community."



Research on Four-Fold Apparatus Bay Doors

Background

Chesterfield County (VA) Fire & EMS is in the process of designing one new station and replacements for two existing stations. Due to various reasons (projected lower life-cycle costs, faster opening speeds, apparatus crash avoidance, and increased options for meeting architectural standards in historic and emerging growth areas) the department included four-fold apparatus bay doors as a "deduct option" in the bid documents for the new fire station with the intent of carrying the specification forward with each new and replacement station contingent upon the bid prices and project budgets.



New Chesterfield County Fire & EMS Station #25 (Magnolia Green)

Due to the much higher up-front costs for these doors and need to provide additional bay space to accommodate interior door swing (+640 square feet), the department has been getting significant push-back on the concept. Accordingly, Chief Senter reached out via email and phone to other metro-chiefs who have experience with four-fold doors for feedback that could be taken into consideration in discussions with county leadership involving new fire station design elements.

Survey Response

Email responses were received from 11 metro-sized fire departments from the United States and Canada (see Appendix A for complete email responses), and phone interviews were conducted with seven other metro-chiefs in the United States who have experience with four-fold doors. Phone interviews were also conducted with: a risk control specialist with VFIS regarding property loss experience involving apparatus striking bay doors; the president of Atlantic Emergency Solutions, the Mid-Atlantic dealer for Pierce Manufacturing; a construction management specialist with a Northern Virginia local government who has experience with installing four-fold doors in new stations and retro-fit applications at existing stations; and a representative of a local door vendor that sells the Door Engineering brand four-fold door.

Findings

Concept: Four-fold doors have gained widespread use in recent years in new fire station construction across the United States, based on a proven design with historical origins from the horse-drawn era.

Cost: Four-fold doors involve much higher up-front costs than overhead sectional glass doors (2x higher than overhead sectional glass doors; 2.5x higher when adding approximately 640 square feet of bay floor area in a 3-bay station for unrestricted circulation around doors when open).

- Recent estimates provided to Chesterfield for interior folding four-fold doors include \$272,160 for six doors plus \$73,600 for the additional bay space square footage (640SF x \$115/SF) for a total of \$358,356 or \$59,726 per door. In contrast, the estimate received for six "high-rise" overhead sectional glass doors was \$139,860 or \$23,310 per door. As such, the estimated total cost of four-fold doors for Chesterfield (to include additional apparatus floor area) was \$218,496 more (+156.2%) than overhead sectional glass doors, representing an additional cost of \$36,416 per door (see attached estimate provided by Guernsey Tingle Architects). It should be noted that additional costs are driven by the number of windows and energy efficiency ratings specified, as well as frame dimensions and any other customization needed to meet architectural styles or standards.
- In June 2018, a Northern Virginia locality received a quotation for six exterior folding four-fold doors (Door Engineering Model FF100XT) for \$309,874 or \$51,645.67 per door.

Benefits: Four-fold doors provide multiple benefits as compared to overhead sectional glass doors including:

- Only bay door needed for the 50+ year life of a fire station (i.e., operates reliably for over 1 million open/close cycles vs. 50,000 to 100,000 cycles for an overhead sectional glass door).
- Minimal maintenance and repair costs over the life of the door. In comparison, the major components of an overhead sectional glass door have a 10 to 15-year life expectancy (contingent upon use) with major repairs of \$2,000 to \$5,000 that are typical every five years.
- Provide clear sight lines for operators when leaving and entering station, thereby reducing risk for costly collisions (i.e. average loss for vehicle striking overhead door is \$8,000 to \$12,000 per VFIS; damage to apparatus alone can range in the tens of thousands of dollars for ambulances and fire engines to nearly \$100,000 for aerial platforms per Atlantic Emergency Solutions, an east coast Pierce dealer).
- Improved energy efficiency (insulated frames and up to 1" thick glass in four-fold doors vs. ½" maximum thickness of glass in un-insulated sectional overhead doors).
- Faster opening (7 seconds with four-fold doors vs. 20 to 30 seconds w/overhead sectional doors); easier opening during power outages.
- More options for meeting architectural standards in historical areas.

Sampling of Installations in New Fire Stations in Metro-sized Fire Departments: Mesa, Phoenix & Tucson, AZ; L.A. County, Long Beach, Sacramento & San Francisco, CA; Colorado Springs, CO; Washington, DC; Fort Lauderdale, Orlando, Palm Beach & Miami-Dade counties, FL; Atlanta, GA; Howard, Montgomery & Prince George's counties, MD; Minneapolis & St. Paul, MN; Charlotte, NC; Memphis & Nashville, TN; Arlington & Dallas, TX; Alexandria, Arlington & Fairfax counties; Henrico & Loudon counties; Norfolk, Richmond & Prince William County, VA; Seattle, WA.

Retrofits in Metro-sized Fire Departments: Howard County, MD; Arlington County, VA.

Conclusions

The biggest reason stated about why most fire departments are switching to the four-fold doors is for crash-avoidance (i.e., "I am tired of our crews hitting bay doors"). The second biggest reason cited for selecting the four-fold doors was speed of opening when compared to typical overhead sectional doors. All departments using the four-fold doors acknowledged that they were satisfied with the reliability and low maintenance frequency and costs of these doors. Some departments (including those in areas that experience accumulating snowfall) were beginning to use the exterior folding doors, particularly when performing retro-fits of existing stations or to avoid the cost of designing an additional 5' of depth at the front and rear of the apparatus bay of new stations to accommodate inward folding doors. A salient point worth further analysis is that the higher energy efficiency provided by the four-fold doors could be a major element in attaining LEED certification for a new fire station.

While many departments have made the decision in advance (and have the support of their elected leaders) to include the four-fold doors as a functional aspect that is automatically included in the design of any new station, other departments have made the final decision on these doors once the construction bids are received and it becomes evident that the project budget will support the higher up-front costs for both the front and rear of the station, or front of the station only. Because the four-fold doors are relatively new on the market (10 years or less) there is minimal analysis available to clearly demonstrate the long-range cost/benefit of these doors in comparison to overhead sectional glass doors. Accordingly, many departments may be hard pressed to objectively demonstrate to elected officials and taxpayers the return on investment for these doors until more empirical data becomes available and/or the difference in price-point between these doors and sectional overhead doors narrows.

Appendix A:
Email Responses Received from Metro-sized Departments

From: Navarro, Manny <mnavarro@MenloFire.org>
Sent: Monday, June 18, 2018 4:43 PM
To: Senter, Loy <SenterL@chesterfield.gov>
Subject: Bi-Fold Doors

We did not perform a financial analysis. However in 2013 received a bid for 6 bi-fold doors which cost \$46,000 per door. In 2016 we received a bid for 4 roll up doors which cost \$32,500 per door.

Pros:

The doors open quicker
The doors can be manually opened if power is lost.

Cons

Large control boxes
Sensor placement can be an issue
Need additional interior depth and width for a bi-fold door unless the door swings outward.
Safety issue

Many departments that want bi-fold doors tend to install them on the front of the station where they can receive the benefits that a roll up door does not provide. In the rear roll up doors are installed.

Cost per sq.ft. for bi-fold doors

2018 current cost per sq.ft. has raised to about \$1000 sq.ft.
The interior opening doors take up to 5' of space when they open.
A three bay station with 14' wide doors is approximately 60' wide
If bi-fold doors are installed in the front and the rear of the station the cost would be \$600,000.
 $60' \times 5' \times 2 \times \$1000 = \$600,000$

As a post scrip, we have to reverse the doors to fold out ward to accommodate a tiller ladder truck. Swinging inward with the bollards for protection took up to much space. Poor planning on our part.

From: Lane, John <JLane@winnipeg.ca>
Sent: Monday, June 18, 2018 4:46 PM
To: Senter, Loy <SenterL@chesterfield.gov>
Cc: Sanders, Russ <RSanders@NFPA.org>; Wallace, Tom <twallace@winnipeg.ca>; darrell.reid@vancouver.ca
Subject: RE: Metro Request for Assistance: Fire Station Bi-Fold Doors

Hi Loy,

We don't have any of these doors in service, but we have spec'd them for a new station for which we hope to break ground next year. I have copied Deputy Chief Tom Wallace, our lead on the new station project, who might be able to provide some of our reasoning for these doors. I have also copied Vancouver FRS Chief Reid, whose previous department built a beautiful HQ station with bifold doors, to see if he can provide any insights.

John

John A. Lane, BSc, PBDM
Chief
Winnipeg Fire Paramedic Service
P: 204-986-4081

From: COLLAS, Ted J <TCollas@SpringsGov.com>
Sent: Monday, June 18, 2018 6:12:51 PM
To: Senter, Loy
Subject: Apparatus Doors

Chief Senter,

The Colorado Springs Fire Department has only one of our 22 stations that has bi-fold doors. Initially, we had some resistance too, but the construction of the station came in under budget, so the concerns related to cost soon went away.

We do find that they open a lot faster, and our crews at that station now prefer the bi-folds to overhead doors. We have a single engine company running out of the station, but I think these doors would offer additional benefits for stations with aerial apparatus. We have, over the years, clipped our share of doors with the portion of the ladder that extends beyond the cab. With bi-fold doors it is much easier to determine when the doors are fully open.

When they were first installed, we had an issue with a snow storm that was blowing snow directly into the station. The photo cell that operated the door was too sensitive and would not allow us to close the door. The door had to be disconnected from the power and closed manually. We were ultimately able to rectify the situation and now they operate fine in the snow.

Bottom line for us is, they are different, a little more expensive to install, but have not increased cost for maintenance, and they have not been hit by a truck yet!

Best of luck. If you need greater detail, I will be happy to provide it to you.

Respectfully,

Ted Collas, Fire Chief
Colorado Springs Fire Department
(719) 385-7201 office
(719) 238-4335 mobile
TCollas@springsgov.com

From: Warren, Gary <gary.warren@leaguecitytx.gov>
Sent: Tuesday, June 19, 2018 11:08 AM
To: Senter, Loy <SenterL@chesterfield.gov>
Subject: Bi-fold Doors

Chief,

We are putting bi-fold doors in our new station but we have room for that. My colleague, Chief Tom George in Nassau Bay, Texas, has just built a new station and he has his bi-fold doors set to fold outward instead of inward. He has an overhang above the doors to help keep some weather off of them though. Another colleague of mine is Stuart Blasingame in Prosper, Texas. Chief Blasingame says that maintenance on his bi-fold doors is much less than for his existing overhead rolling doors and he is hoping to convert them to the bi-fold in the future. I hope that helps some. Good luck.

Gary Warren
Fire Chief
Fire Department
City of League City
555 W Walker
League City, TX 77573
Phone: 281-554-1478

From: Rivera, Anthony (FIR) <anthony.rivera@sfgov.org>
Sent: Tuesday, June 19, 2018 7:09 PM
To: Senter, Loy <SenterL@chesterfield.gov>
Cc: Mwanga-Conley, Nalungo (FIR) <nalungo.conley@sfgov.org>
Subject: Bi-Fold Doors

Chief Senter,

The San Francisco Fire Department currently uses "Bi-Fold" apparatus bay doors at three fire stations. The Bi-Fold doors were purchased to replace some of the older "Telescopic" style doors that were predominately used in our firehouses. The decision to purchase the Bi-Fold doors was made before I was assigned to this position. I was informed that the reason to purchase the Bi-Fold doors was, that in case of a power failure, the Bi-Folds have a mechanical release that is easily and quickly deployed. The doors also have less moving parts which should translate into maintenance savings. I'm not aware of any financial analysis associated with the decision making process. The Bi-Fold doors are considerably more expensive than other commercial doors and need a larger amount of square footage to operate, (the latter being why they are not used at most of our stations). We have not had the Bi-Fold doors long enough to understand any other benefits, or realize any maintenance savings. The Bi-Fold doors are also proprietary and we currently only have one vendor for installation and repair. The Bi-Fold doors have performed well thus far, but I am reluctant to fully endorse them until we install them in our busier stations and have had longer usage times.

The SFFD also uses "Sectional" and "Coil-Up" commercial grade doors at some of our stations, both have very low maintenance costs and failure rates. Please feel free to contact me with any questions or comments regarding this issue.

Respectfully,

ANTHONY RIVERA
ASSISTANT DEPUTY CHIEF
SAN FRANCISCO FIRE DEPARTMENT
698 2ND STREET, ROOM 305
SAN FRANCISCO CA 94107-2015
OFFICE 415-674-5066 CELL 415-439-3783

From: Mondragon, Ronald <Ronald.Mondragon@seattle.gov>
Sent: Tuesday, June 19, 2018 6:23 PM
To: Senter, Loy <SenterL@chesterfield.gov>
Cc: Scoggins, Harold D <Harold.Scoggins@seattle.gov>; Hastings, Bryan <Bryan.Hastings@seattle.gov>
Subject: RE: Metro Request for Assistance: Fire Station Bi-Fold Doors

Chief Senter,

In response to your questions regarding realized benefits of installed Bi-fold Apparatus Bay Doors,

1. What benefits have you realized from switching to these doors vs. overhead doors?

- We have experienced almost zero maintenance with Bi-fold Doors as opposed to traditional overhead doors with chain drive openers.
- Quiet, smooth and extremely fast operation reduces response time and creates rapid awareness of exterior conditions.
- Bi-fold Door horizontal opening virtually eliminates accidental overhead contact as incomplete vertical opening is inherently eliminated.
- Bi-fold Door manufacturers construct their product to exacting measurements allowing perfect fitment in any building opening.

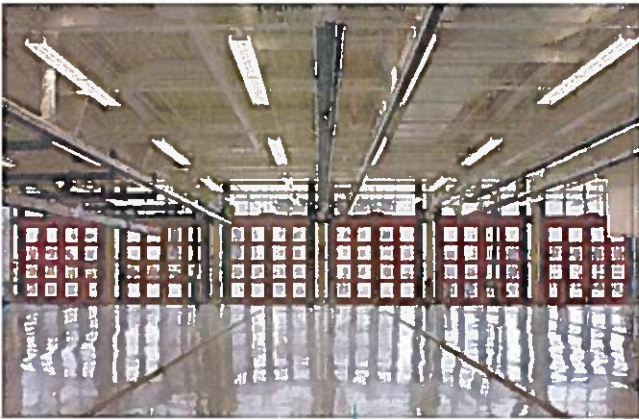
We would support Bi-fold Doors whenever they can be introduced within future Fire Station Capitol Improvement or Reconstruction. The reduction in down time increases unit in-service availability, station security, and reduces potential loss from theft.

2. Do you have any financial analysis used in reaching the decision to switch to these doors that you could share with me?

I will have to do some digging through the architectural specifications to determine what (if any) analysis was used to justify the expense. Regardless, these are top of the line, low maintenance, low incident and high security doors. Please see the attached photos of Fire Station 10 and 31.

Deputy Chief Ron Mondragon
Seattle Fire Department
Deputy 2 - Operations
301 Second Ave South
Seattle, WA 98104
ronald.mondragon@seattle.gov
206-386-1060 (office)
206-255-8535 (cell)
206-233-2755 (fax)

Seattle Fire Stations w/Four-Fold Doors



From: Taylor, Maria <Maria.Taylor@loudoun.gov>
Sent: Wednesday, June 20, 2018 12:26 PM
To: Senter, Loy <SenterL@chesterfield.gov>
Subject: Metro Request for Assistance: Fire Station Bi-Fold Doors

Chief,

Chief Johnson requested I sent you some info about bi-fold doors. I asked our Facilities manager and he provided the details below. Let us know of any questions or if we can elaborate on any of the points he makes.

We have one station (Station 09 @ Brambleton) with bi-fold doors installed at the three front facing apparatus bay doors. Regarding the inquiry:

1) *Far fewer service calls (7 Work Orders related to 3 sets of bi-fold doors since 11/2012), open/closed status visible to driver, quicker actuation time opening or closing, simpler mechanically (fewer overall parts, fewer moving parts), enhanced appearance (more traditional appearance, vertical orientation was easier to accommodate architecturally, doors look 'substantial').*

2) *I do not have any financial analysis that was used in reaching design decision.*

I would like to point out an exception to the statement that was in Chief Senter's email below: "need to build approximately 840 square feet more in the apparatus bays to accommodate the 5 foot clearance for door operation without loss of storage space for apparatus." We have elected to incorporate outward folding bi-fold doors at currently under construction Loudoun County Fire and Rescue Station 27 @ Kirkpatrick Farms in response to just this issue. By utilizing outward folding doors, we were able to shrink the overall size of the apparatus bay and thus lower required square footage. Station 27 outward folding doors were manufactured by Door Engineering and Manufacturing of Kasota, MN. 800-959-1352.

I'm also hearing great things about Rytec Spiral Rigid Rolling Doors. These are vertical moving doors, similar to traditional panel roll-up doors, but with a much quicker opening and closing time (similar times to bi-fold doors) and much lower maintenance requirements than traditional panel roll-up doors. Rytec High Performance Doors, Jackson, WI. 888-467-9832

Thank you!

Maria

Maria Figueroa Taylor
Fire-Rescue Planner
Loudoun County Fire and Rescue
801 Sycolin Road, Suite 200 (MSC # 61)
P.O. Box 7000
Leesburg, VA 20175

703-777-0333 (main)
703-737-8772 (direct)
571-233-0126 (cell)
703-771-5359 (fax)

Teamwork * Integrity * Professionalism * Service

From: Henry, Kevin <FD1571@howardcountymd.gov>
Sent: Thursday, June 21, 2018 2:35 PM
To: Senter, Loy <SenterL@chesterfield.gov>
Cc: Butler, John <JButler@howardcountymd.gov>; Anuszewski, William <FD1506@howardcountymd.gov>
Subject: Request for Information

Good afternoon Chief Senter, my name is Kevin Henry. I'm a Captain with Howard County Fire & Rescue in Howard County Maryland. Chief John Butler asked me to respond to your request for information about the bi-fold doors we use here in Howard County. Our first bi-fold door installation was 11 years ago and we now have a total of 33 Bi-fold doors located in 6 of the 12 stations we operate 24/7. We've installed these doors in both renovated stations and incorporated them into the design of 3 new stations.

Probably the best piece of news I can provide to you, is you don't have to add the 840 sq ft. to your new station apparatus bay to make room for the "inward" opening bi-fold doors. They now make bi-fold doors that mount to the outside of your building and open outward. We recently removed the sectional doors on the front of 2 of our stations and replaced them with outward opening bi-fold doors, completely changing the look of the station's, this was done without adding any additional square footage to the building. (See the attached photos)

We have been purchasing our doors from Door Engineering which is located in Minnesota. This is the only company we have any experience with, but this is mainly because we are very satisfied with the quality of their product. If you are considering outward opening doors please look the FF300 XT model. This model keeps the motors and operating mechanisms inside the station and out of the weather. I have provided a cut sheet from our most recent renovation along with some literature from Door Engineering about the outward opening doors. And of course check out their website at www.doorengineering.com

The benefits are numerous as you mentioned in your email. The most important feature for us, is not having to wait for a slow sectional door to open, which gets our vehicles out the door faster thus decreasing our response times. In addition, our vehicle operators can see the entire path the door travels from fully closed to fully open making it safer for our personnel.

Our previous Fire Chief came from a department that was very familiar with bi-fold doors and they had been using them for years. He handled the cost justification and was able to sell the idea to our County Administration and now they are as impressed with them as we are. From a maintenance standpoint, I can tell you our maintenance costs on these doors are almost nothing. There just aren't that many moving parts. The motors incorporate new technology variable frequency drive and the doors and hardware are all made from heavy duty robust materials. We are expecting our doors to outlast the 50 year lifespan of our buildings.

As I mentioned, we are located in Howard County Maryland which is about half way between Washington and Baltimore. We would love to have you come up so that we can show you and anyone you would like to bring, why we're so impressed with these doors. I've included my contact information. Please feel free to contact me if you think a road trip would be beneficial. Or just give me a call I'd be happy to assist you any way I can.

Kevin Henry, Captain
Bureau of Logistics Howard County Fire & Rescue 410-206-5479

Howard County (MD) Fire Stations w/Four-Fold Doors





From: Laura Baker <Laura.Baker@tucsonaz.gov>
Sent: Friday, June 22, 2018 6:00 PM
To: Senter, Loy <SenterL@chesterfield.gov>
Subject: Fire Station Bi-Fold Doors

Loy,

Tucson Fire put in the bi-fold doors in our newest station-Fire Central.

1. What benefits have you realized from switching to these doors vs. overhead doors?

BENEFITS-

Speed of the doors opening
Visual clearance by the drivers
Reduced maintenance reduction

CONS-

Crush and pinch points of the doors
Heavy and can crush things in the way
Upfront cost is higher BUT the maintenance costs are lower

Safety procedures and clearance of the doors is critical.
I recall the death of a toddler by these doors in another City.

2. Do you have any financial analysis used in reaching the decision to switch to these doors that you could share with me?

Unfortunately, I do not have any analysis readily available.

See below some comments from our Safety section:

On the Bi Fold doors, back in 2007 and 2008 TFD had a wave on Bay door strikes, the cost was large, which increased due to the age of some of the doors. The bi fold doors to my understanding we have not had ANY damage do to apparatus hitting them.

In 2010 Safety Identified a crush concern at station 1 and working with OPS to came up with some station visitor rules to open and lock doors open and killing the power as well as increased visual reminders and safe zone floor marking. I believe as we move forward in station design crush areas should be considered with air pockets about 24 inches to reduce these crush areas and continue the open and powered off policy.

Feel free to call if you have any questions.

Laura

Laura Baker
Assistant Chief
Tucson Fire Department
Fire Central: (520)837-7085
Cell: (520)275-6496
laura.baker@tucsonaz.gov

From: Downey, David (MDFR) <david.downey@miamidade.gov>
Sent: Wednesday, June 27, 2018 8:10 AM
To: Senter, Loy <SenterL@chesterfield.gov>
Cc: Sanders, Russ <RSanders@NFPA.org>
Subject: FW: Metro Request for Assistance: Fire Station Bi-Fold Doors

Loy;

We have started using these doors in all of our new or rebuilt stations. This is now the standard for MDFR. Currently in 5 stations and in 3 more being built right now. We did not do any official cost analysis but anecdotally, we have experienced ZERO accidents with these doors as compared to the same period of time (last 5 years) we have had 64 overhead doors struck, an average of almost 13/year.

DD

Dave Downey, MPA, CFO
Fire Chief
Miami - Dade Fire Rescue
(305) 984-0124

LOW MAINTENANCE CASE STUDY

Door Engineering's Four-Fold door systems require only minimal preventative maintenance (PM) to keep them performing year after year, including greasing the hinges and inspecting the operator arms. By comparison, sectional doors require constant maintenance and typically fail before anything is done to them. Failure of the high tension springs can lead to damage to equipment and apparatus, delays in response to an emergency, or worse, injury to personnel. The four-fold door is the solution to these issues.

"The doors overall have been very durable and prompted us to come back and have them installed in our latest station project which is the relocation of Fire Station 2."

Curt Pronk,
Administrative Services Manager
City of Rochester, MN

"The Four-fold doors have been on Station 1 since 1995 when it opened and we have spent \$2,528.53 on door maintenance and repair since that time."



"The doors have been in Station 3 since 2004 and we have incurred \$790.48 in maintenance and repair in that time period."

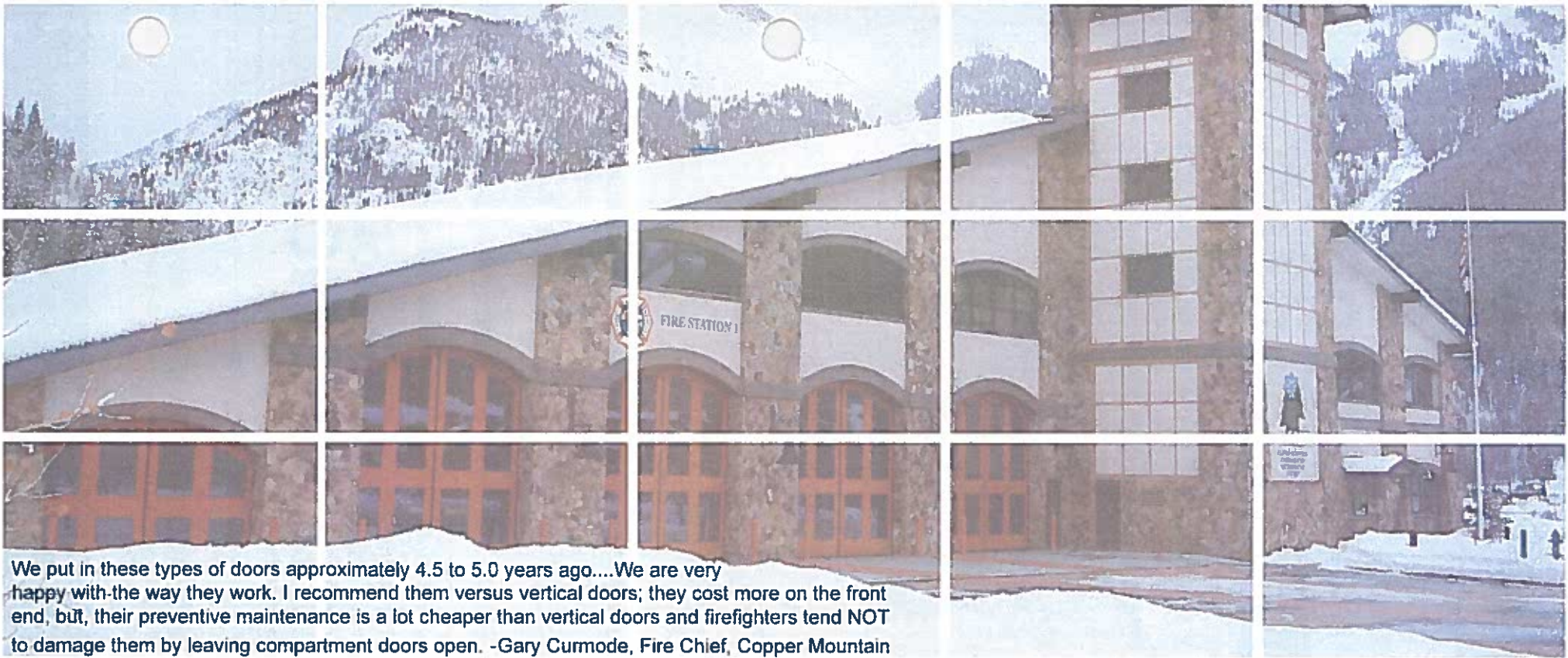


"The doors have been in Station 4 since 1999 and the amount of maintenance and repair for the doors has been \$1209.67."



Station 5





We put in these types of doors approximately 4.5 to 5.0 years ago....We are very happy with the way they work. I recommend them versus vertical doors; they cost more on the front end, but, their preventive maintenance is a lot cheaper than vertical doors and firefighters tend NOT to damage them by leaving compartment doors open. -Gary Curmode, Fire Chief, Copper Mountain Fire Dept, CO

FEATURES	FOUR-FOLD DOOR	SECTIONAL DOOR	WHAT IT MEANS FOR YOU
SPEED	6.5 seconds (at 16' wide)	15-20 seconds (at 14' tall)	FF-Door reduces response time & minimizes heating/cooling loss
OPENING/CLOSING MOVEMENT	Horizontal movement means door is always visible	Vertical movement causes blind spot for driver	FF-Door minimizes risk to door, equipment & personnel
GLASS	1" insulated Low-E glass	1/4" single pane & 1/2" insulated glass	FF-Door minimizes heating & cooling loss when closed
HARDWARE	Designed & tested for over 1 million cycles	5-10 year use before replacement needed	FF-Door=\$0 replacement maintenance parts Sectional Door= \$500-\$1000 every 5-10 years
SPRINGS	No Springs needed	Springs required for door operation	FF-Door=\$0 and no risk of not being able to use the door, even in manual operation Sectional Door=\$500-\$1000 every 5-10 years. Spring failure can endanger equipment & personnel, manual operation becomes impossible
MAINTENANCE	Grease hinges & inspect operators annually	Light weight parts & high tension springs require replacement or lead to failure	FF-Door annually maintenance costs are significantly less and require considerably less time than a sectional door.

Space Limitations?



Opening to Your Standards.

INTRODUCING: FOUR-FOLD XT™



Door Engineering introduces their new Four-Fold XT™. Limited space in the apparatus bay can be concerning, but with Door Engineering's new inside-out design it is no longer an issue. The Four-Fold XT™ operator is interior mounted while the door panels fold to the exterior. This eliminates the bay space that is needed with the regular Four-Fold design.

FEATURES

The Four-Fold XT™ door system is still built with all the benefits of our standard Four-Fold door. The heavy-duty design and construction of our Four-Fold door enables it to function under high cycle and other severe conditions, which create chronic service and maintenance problems for the conventional door alternatives.

Now You Have OPTIONS

**Opening horizontally, and in less than seven seconds,
means faster and safer utilization for your vehicles.**

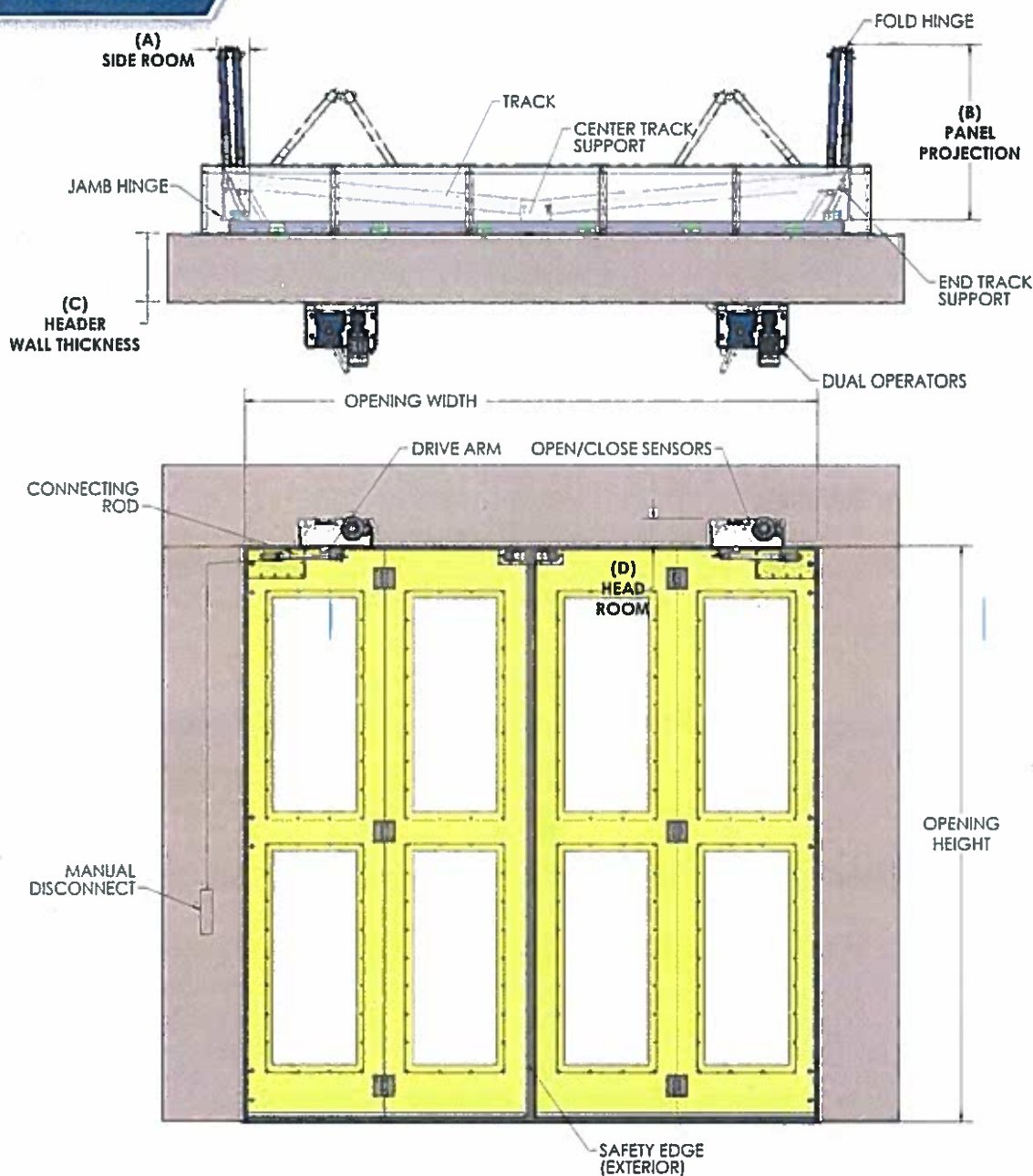
doorengineering.com

400 West Cherry Street | P.O. Box 5 | Kasota, Minnesota 56050
Ph (507) 931.6910 | TF (800) 959.1352 | F (507) 931.9318

Opening to Your Standards.

FOUR-FOLD XT™

PLAN VIEW



OPENING WIDTHS	APPROX. CLEARANCES				MAX TIME TO OPEN	MOTOR HP	OPERATOR STYLE
	A	B	C	D			
7'-6" to 10'-6"	12"	1/4"	8'-20"	10"	6.6 sec	3/4	XT1
10'-6" to 16'-6"	12"	OPENING	8'-20"	10"	10.6 sec	3/4	XT2
16'-6" to 20'-0"	12"	PLUS 12"	8'-20"	10"	13.2 sec	1	XT3

This layout is designed as a guide for required clearances for our typical Four-Fold Door Systems. Contact us to discuss the wide variety and options available for custom clearance requirements or nonstandard opening sizes. **PATENT PENDING.**

Fire Station Door Performance -- Executive Summary

A Comparison of Four Fold Doors manufactured by
Electric Power Door (EPD) With Other Conventional Doors

An Independent Study by a California Fire Department

Profile of EPD

EPD engineers its doors for high cycle applications. Users include DCFD, LA County FD, Minneapolis FD (20 stations), Glendale FD (AZ), Federal Reserve Depositories, Coronado PD, Twin Towers Jail, Metro-Rail, the US military, and mining operations in Chile (39 doors), Argentina (26 doors), and Alaska (30 doors). Other fire departments considering their use include: Chicago, Virginia Beach, and Ft. Lauderdale.

EPD History

The company was founded in Chicago in 1923 and has been in Minnesota since the 1930s. Its workforce of 45 boasts a variety of engineering degrees and patents, as well as an impressive average tenure of 15 years with EPD.

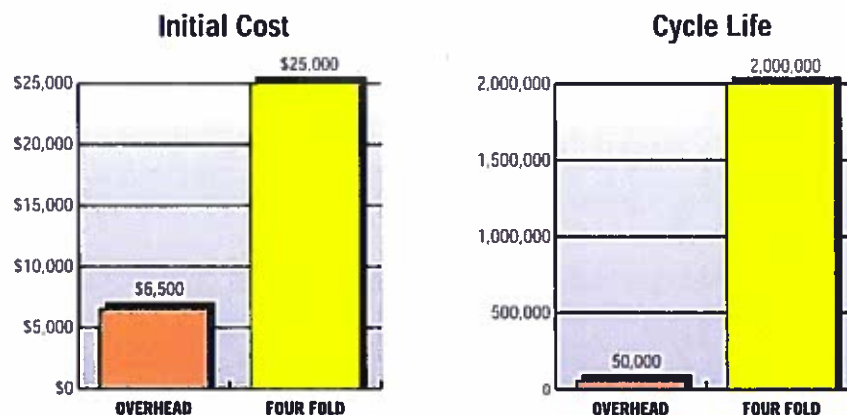
Recommended FD Specification

A 14' X 14' hydraulically operated four fold door powered by a 460 V, 3-phase current. Each panel would have 18" W X 48" H glazing, 1/4-inch thick, Standard UV-rating, located 4 feet from the bottom of the panel.

Specification Rationale

A hydraulic operator requires less limit-switches and possesses a 2 million-cycle rating. All components may be reached with a six-foot ladder vs. electric operator components located above the 14-foot opening. 3-phase current is ideal, if available, since it imposes the least wear on any electrical motor it supplies.

Overhead vs. Four Fold Door



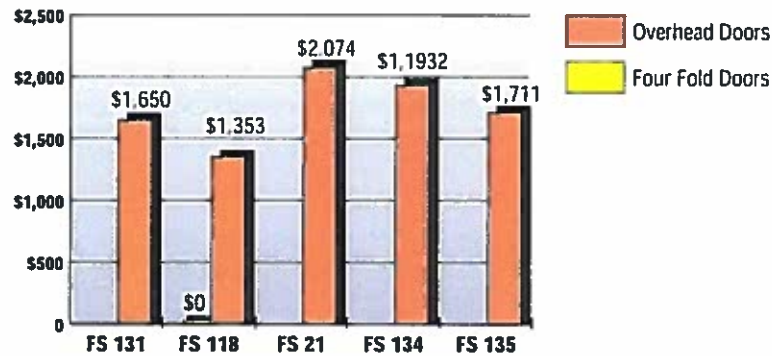
Current FS Location With EPD Doors

The current FS used in the comparison has six electrically operated four fold doors. The two captains emphatically state these doors are superior to sectional overheads. Reasons include: 7-second opening, safety of the door always being in sight because of its horizontal opening and closing, silence of operation, and ease of manual operation during loss of power. **Note:** One accidental door closure on a truck resulted in NO damage to the steel framed and sheeted door.

Current FS Location Door Costs

In FY 98 / 99, one roll-up door (utility area) and one sectional overhead door for emergency vehicles generated \$1,353 in repairs and required electrical work from a C&M electrician. Meanwhile, the six four fold doors were trouble-free (*see bar chart*).

Apparatus Door Repair Costs FY 98 / 99:
Overhead vs. Four Fold



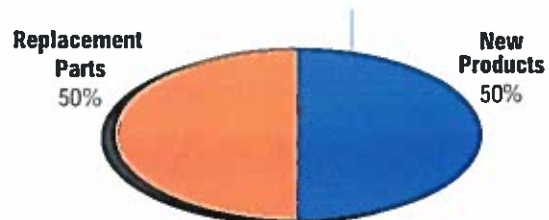
Conclusion

Four fold doors are engineered for high cycle applications i.e. fire service, bank depositories, and correctional facilities. Finally, one can deduce product quality by examining a door manufacturer's source of revenues (*see pie charts below*).

Source of Four Fold Door
Revenues



Source of Sectional Overhead Door
Revenues



FS Staff Contact With EPD

FS Staff has interfaced with EPD's headquarters and factory personnel to ensure our Department's transition from sectional overhead doors to four fold doors is effective.

Reprinted by EPD with permission from customer, January 2001.

Contact: Electric Power Door
PO Box 126 • Hibbing, MN 55746-0126,
Call 800-346-5760 • E-mail: mail@electricpowerdoor.com.
Web site: www.electricpowerdoor.com.

Public Facility Security (NEW)

Category: Public Safety

Department Lead: Public Safety

Type: New Project

Project Description, Benefit, Estimate, and Schedule

This project will upgrade security measures across public facilities so they are part of one centric system that can be monitored in the Public Safety Dispatch Center. City buildings include: City Hall, Property Yard, Community Center, Library, Aurora House, Cherry Hill Farm House, Cherry Hill Barn, Gage House, and Fire Station 6.

Improvements to the system would include: 40 locking access control doorways, eight alarms (e.g., intrusion, panic and fire), and 81 interior and exterior cameras.

Many security measures exist within the listed facilities; however, the centralization of all security measures would allow for much needed updates that would optimize the facilities' systems with a comprehensive, customized solution of cameras, alarms, and pass card systems all tied back to public safety; one system that makes buildings safe, productive, efficient. Several of the existing systems within the eight buildings outside of City Hall are at the end of their useful life cycle.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (Debt)	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000

Funding Notes:

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

The conversion of all City buildings networked on one system will alleviate the expensive replacement of separate and antiquated life safety systems at a pressured cost in failure or in an emergency. Having a single, centralized system will also reduce costs to operate vs managing several discrete systems.

Conformity with Comprehensive Plan and Council Strategic Plan

Investment in City facilities meets the goals of Comprehensive Plan Chapter 8 "Community Facilities, Public Utilities and Government Services." Relevant goals include:

"Public services are an integral component of a healthy community structure. They support existing and future development and contribute to the health safety, education and welfare of citizens and businesses in the community."

City Facilities Reinvestment

Category: Public Facilities

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, Estimate, and Schedule

The City operates eleven major facilities and eleven ancillary buildings totaling over 160,000 square feet. These include: City Hall, Gage House, Aurora House, Community Center, Library, Cherry Hill Farmhouse and Barn, Property Yard buildings, Parks & Recreation Storage Building, Fire House Exterior and Homeless Shelter. Most of the City Hall/Public Safety facility concerns are being addressed through the ongoing Critical Renovations CIP project with the exception of the campus conduit vault for the copper replacement program and the domestic and fire water line replacements; however, the needs of the other facilities must also be addressed. These CIP funds are used to replace or rehabilitate deteriorating components and systems to extend facility life. Identified projects include: Energy Management System and software package for City Hall; HVAC replacement, flat roof replacement (new wing), ADA compliant automatic door opener and front door, commercial appliance replacement, boiler, chiller and cooling tower replacement, elevator car and hydraulic system replacement and sump pit installation at the Community Center; egress stair replacement, roof replacement, commercial appliance and freezer replacements, at the Aurora House; basement structural support replacement, structural additions to prevent water intrusion, humidity control, and HVAC replacement at the Cherry Hill Farmhouse; structural work, siding replacement, fire suppression and security system at the Cherry Hill Barn; replacement of shop roof and bay doors, chimney replacement, safety glass replacement, infrared heater installation, and security upgrades to doors and lighting at the Property Yard (7100 Gordon Rd); ramp replacement and structural repairs to the loading dock at the Property Yard leased space (217 Gordon Rd); replacement of kitchen components at the Gage House; curb and gutter work and concrete apron replacement for bay door entrance at the Firehouse.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (PAYGO)	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 800,000	\$ 2,000,000
Unfunded Local	\$ 60,000	\$ 35,000	\$ 85,000	\$ 140,000	\$ 60,000	\$ 25,000	\$ 220,000	\$ 625,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 260,000	\$ 235,000	\$ 285,000	\$ 340,000	\$ 260,000	\$ 225,000	\$ 1,020,000	\$ 2,625,000

Funding Notes: Anticipated projects have been programmed for FY19 through FY25.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

This sustained reinvestment in our public facilities will decrease City annual operating costs by improving energy efficiency and reducing personnel time dedicated to the repair and maintenance of aged facilities and/or equipment.

Conformity with Comprehensive Plan and Council Strategic Plan

Maintaining City facilities meets Comprehensive Plan goals found in the "Community Facilities, Public Utilities and Government Services" chapter. Relevant goals include:

- Determine whether existing public facilities require renovation
- Identify and prioritize facilities and programs in the greatest need of upgrading
- Develop and execute building maintenance plans for all public facilities

School Facilities Reinvestment

Category: Schools

Department Lead: Schools

Type: Ongoing Project

Project Description, Benefit, and Schedule

1. JTP Building-wide Dehumidification system (\$100K) 2. MEH Flooring Replacement (\$100K per floor, \$350K total since basement has very little flooring, but could be spread out over a few years) 3. MEH Security Vestibule (\$350K, to coincide with opening of new GM) 4. JTP waterproofing (\$25K) 5. MD Fencing repairs/replacements at MD (\$20K) 6. JTP convert all classrooms to tile only (\$3K per classroom = \$21K) 7. MD Asphalt repair/replacement outside 1950's classrooms at MD (\$15-20K) 8. MEH Roof Replacement (\$350K, this is an outlier project coming due for FY26) 9. GM Stadium Complex Restroom addition since it's outside of GM Construction (\$100-150K)

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (PayGo)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Unfunded	\$ 125,000	\$ 450,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000	\$ 1,775,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 125,000	\$ 450,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000	\$ 1,775,000

Funding Notes:

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Projects will extend building life, reduce level of maintenance staff labor hours as well as flooring replacement costs, reduce mold mitigation costs, reduce liability costs as well as security patrols and police response call costs. See attached for fuller description for each project.

Conformity with Comprehensive Plan and Council Strategic Plan

The continued reinvestment of our School facilities conforms with the City's Comprehensive Plan, Chapter 8 - Community Facilities, Public Utilities and Government Services, by allowing FCCPS to continue to deliver "High quality public education.. facilities".



FY 2020-2025 CIP (Proposed)

Falls Church City Public Schools

Six Year

Capital Improvements Program (CIP)



FY 2020-2025

Modified and Approved on December 11, 2018



Falls Church City Public Schools

School Board

Lawrence Webb - Chair

Phil Reitingier - Vice-Chair

Greg Anderson - Member

Justin Castillo - Member

Erin Gill - Member - Member

Shannon Litton - Member

Shawna Russell - Member

Staff

Peter Noonan, Ed.D. - Superintendent

Lisa High - Chief Academic Officer

Kristen Michael - Chief Operating Officer

Seve Padilla - Director of Facilities

Marty Gadell - Executive Assistant / School Board Clerk



Memorandum

TO: School Board

FROM: Peter J. Noonan, Ed.D.
Superintendent

DATE: December 11, 2018

SUBJECT: Capital Improvement Program – FY2020 – FY2025

I am pleased to submit to you the proposed Capital Improvement Program (CIP) for the Fiscal Years 2020-2025. This plan is intended to provide guidance to the School Board around issues associated with the needs of our schools in an effort to maintain the excellent facilities that this community has come to expect.

The expansion and renovation of Mt. Daniel Elementary School is nearly complete, with only the parking lot completion remaining. Next school year, we will move second grade from Thomas Jefferson Elementary School to Mt. Daniel. This will allow us to serve all of the students in grades 3, 4, and 5 in classrooms inside the building at TJ, eliminating the classroom use of the modular trailers at TJ next year. The CIP also includes requested funding for major maintenance at Mary Ellen Henderson Middle School in future years.

The design of the George Mason High School is ongoing, with schematic designs shared with the community in November of 2018. We have held over 30 community, staff, and student outreach meetings in the past three months incorporating the staff and community feedback to create a design with the architects that reflects the community's values with respect to school design.

The next step in our process is to move into Design Development (DDs) which will get further into detail about the schematic design. During this time, the project team will be working with the staff of the school, experts in the field and others to determine the best layout for lighting, classroom fixtures such as chemical hoods in science labs, as well as other design elements. Updates on the project will continue to be shared on our website at www.fccps.org/campusproject

FCCPS' CIP will be impacted by the planned development of property at both West and Broad, as well as the site where the current high school is located at Haycock and Broad. Overall changes in the housing and job market, both in the city and in the surrounding localities, will impact the City of Falls Church in the next decade. These development projects and overall housing, employment, and population and trends will require continued evaluation and assessment as we review the CIP annually.

Thank you for your continued support of our schools and I look forward to continued discussion of the capital issues that face our schools now and into the future.

Jessie Thackrey Pre-School

201 N. Cherry St, Falls Church, VA 22046



Opened: December 2014

Square Footage: 10,000 GSF

Total Enrollment: 72 (as of 12/5/18)

Capacity: 100 Students

Background: The DC Region experienced record setting rain totals this past spring/summer. The unprecedented moisture pushed the HVAC system to the limits and resulted in moisture related issues throughout the building. In addition water was seen coming into the security vestibule.

Major Capital Needs:

1. Install Building-Wide Dehumidification System - FY19-20
2. Waterproof Security Vestibule/Lobby - FY19-20

Cost Estimate for dehumidification system : \$75,000-\$100,000

Cost Estimate for waterproofing of Security Vestibule/Lobby: \$15,000-\$25,000

Timeline for Installation: Spring/Summer 2018

Mt. Daniel Elementary School

2328 N. Oak St, Falls Church, VA 22046



Project Complete - Opened Fall 2018

Pre-Construction Square Footage: 43,771 GSF

Demolished Square Footage: 22,498 GSF

New Construction Square Footage: 58,218 GSF

Post Construction Square Footage: 79,491 GSF

Total Enrollment: 344 (as of 12/05/18)

Capacity: 660 Students

Major Capital Needs:

No current Major Capital Needs

Thomas Jefferson Elementary School

601 S. Oak St, Falls Church, VA 22046



Total Square Footage Building: 94,860 GSF

Total Square Footage Modular Classrooms: 5,580 GSF

Total Enrollment: 779 (as of 12/5/18)

Capacity: 882 Students (750 in Main Building and 132 in Modulares)

Major Capital Needs:

Current enrollment numbers exceed capacity of the Main Building by 84 students without the use of modulars. With the movement of 2nd Grade to Mt. Daniel beginning in the SY19-20, enrollment is projected to be within capacity. Because Mt. Daniel's capacity is capped by an agreement with Fairfax County, we are planning for the minor renovation of existing building and for the potential that we will need to accommodate additional students at TJ if the enrollment in grades K-2 exceeds the allowable maximum at Mt. Daniel. As part of the renovations to TJ, the Pre-2012 section of the building will need new windows, renovated restrooms, expanded/renovated Main Office and expanded/renovated entrance lobby to meet ADA compliance. In addition, the CIP plans for additional classroom space to additional students or the return of second grade to TJ if needed.

Proposed Additional Gross Square Footage: 24,000-30,000 GSF

Current Cost Estimates: \$8.71MM-11.76 **

Timeline for Construction: FY 2026 with completion in FY 2028 (1 year each for design/planning & construction)

***Costs are estimates only and will need to be verified by A/E staff*

Mary Ellen Henderson Middle School

7130 Leesburg Pike, Falls Church, VA 22043



Opened in 2005

Total Square Footage Building: 130,000 GSF

Total Enrollment: (as of 12/5/18)

Capacity: 768 Students

Major Capital Needs:

1. Replace all Marmoleum Flooring with VCT and replace all carpeting in Office Suites due to age. - FY21
2. Replace Roof with new EPDM rubber roof - FY27
3. Addition and Reconfiguration of Security Vestibule at Main Entrance - FY21

Current Cost Estimates: \$250,000-\$300,000⁽¹⁾, \$300,000-\$350,000⁽²⁾

Estimated Timeline: FY 2021⁽¹⁾ and FY 2027⁽²⁾

George Mason High School

7124 Leesburg Pike, Falls Church, VA 22043



Current Facility Constructed: 1951

Current Square Footage: 200,000 GSF

Current Enrollment: 829 (as of 12/5/18)

Current Capacity: 876 Students

Proposed New Construction: Opening 2021

Proposed New Square Footage: Approx 290,000 GSF

Proposed New Capacity: 1200-1500 students

Major Capital Needs:

In November 2017, the voters of the City of Falls Church approved a Bond Referendum to construct a **NEW George Mason High School** at a cost not to exceed \$120MM. As of December 5, 2018, FCCPS is currently in the Schematic Design (SD) phase of the project. Detailed Designs (DD's) are slated for January 2019 with ground breaking in June 2019.

The City of Falls Church General Government and FCCPS are finalizing for the redevelopment of the current site of the old GMHS to accommodate future commercial development. A developer has been chosen and work continues on proposed designs. Further information about this project can be found at

<http://www.fccps.org/campusproject>

Current Cost Estimate: \$120,000,000

Estimated Timeline: FY 2018-2021

Construction Start: June 2019

Project Completion: Fall 2021

Capital Improvement Plan (CIP) Summary & Projections FY 2020-2025

				Proposed 6 Year CIP								Projections FY26 - FY28		
Location	Description	Estimated Cost (\$)	Funding Source	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	
JTPS	Dehumidification System & Lobby Waterproofing	\$125K	Operating											
MDES *Complete*	Addition & Renovation	Bond and Operating												
TJES	Addition and Renovation	\$3-3.5MM	Bond											
MEHMS	Flooring/Carpeting	\$250-300K	Bond & Operating											
MEHMS	Roofing	\$300-350K	Bond & Operating											
MEHMS	Security Vestibule Reconfiguration	\$300-350K	Bond & Operating											
GMHS	New Construction - A&E/CM/Permits	\$11.16MM	Bond											
GMHS	New Construction	\$44.75MM	Bond											
GMHS	New Construction	\$51.925MM	Bond											
GMHS	New Construction	\$12.165MM	Bond											

FCCPS System-Wide Enrollment Projections

Background Information and Methodology



Weldon Cooper Center for Public Service

UVA - Weldon Cooper Center for Public Service - Demographics Research Group

The **Demographics Research Group at the Weldon Cooper Center** is recognized throughout Virginia as the definitive source for population data, for analysis of that data, and for the identification of the impact of population trends on state and local governments.

The Group produces the official annual state school age population estimates by which a portion of the state sales and use tax is allocated to localities.

This background informs its expertise in enrollment projections for Falls Church City Public Schools and other individual school divisions, including more than sixty such projections developed under contract over the past four years.

GRADE PROGRESSION METHOD

The grade-progression ratio captures the school enrollment patterns of a cohort of children as they move forward in time and progress from grade to grade. Grade progression ratios provide detail of how many students advance into the next grade from the lower grade one year before and are determined by dividing the number of students in a particular grade by the number of students from the previous grade in the previous school year. For example, the 2nd grade/1st grade-progression ratio is found by dividing the current number of 2nd grade students by last year's number of 1st grade students (In the case of kindergarten, the ratio is the actual enrollment in kindergarten divided by births five years prior). A ratio larger than 1 means there are additional students coming in to the school who were not enrolled in the previous grade. A ratio smaller than 1 means students may be transferring to private school or home school, dropping out, or families with school children are moving away from the community, among other reasons.

Because grade-specific progression ratios can fluctuate considerably from one year to another, it is important to generate and evaluate multiple sets of grade-progression ratios to minimize the "noise". The Cooper Center does this by creating three- and five-year average ratios based on data from those most recent years, along with the single-year ratio of the latest year. All three grade-progression ratios are applied to the current school enrollment data to obtain forecasts for the following year, which then become the basis for projecting enrollment the year after. The projections are based on single- and multiple-year grade progression ratios are compared, and the middle series is selected as most probable.

A NOTE ABOUT PROJECTIONS

School enrollment projections are based, in part, on past student enrollment trends. Since student enrollment can change, enrollment projections should be updated annually to account for any changes in enrollment trends.

Enrollment Projections for FY2020 and Future Years

Grade Enrollment Projection														
	K	1	2	3	4	5	6	7	8	9	10	11	12	Total K-12
2018-19	165	181	189	188	178	231	194	209	197	222	204	208	210	2,574
2019-20	207	174	185	194	188	184	221	200	220	212	225	207	211	2,629
2020-21	184	216	177	190	196	199	174	232	211	238	213	231	209	2,669
2021-22	201	190	220	179	191	207	185	183	241	226	236	219	232	2,705
2022-23	187	211	194	222	179	196	190	182	191	257	224	243	220	2,707
2023-24	189	190	215	198	223	188	184	198	202	205	257	230	245	2,728

	K-2	3-5	6-8	9-12	Total
2024-2025	589	648	576	917	2,730
2025-2026	594	626	601	915	2,737
2026-2027	603	633	610	872	2,718
2027-2028	610	623	651	872	2,755
2028-2029	619	628	630	910	2,787
2029-2030	626	638	638	912	2,813
2030-2031	635	644	626	946	2,852
2031-2032	644	654	632	973	2,904
2032-2033	652	662	641	952	2,908
2033-2034	661	671	648	964	2,944

Historical Comparisons of Projections to Actual Enrollment

Fiscal Year	Projected	Actual	Actual vs. Projected
FY 2007	1,895	1,900	100.3%
FY 2008	1,903	1,940	101.9%
FY 2009	2,002	1,967	98.3%
FY 2010	2,009	2,017	100.4%
FY 2011	2,062	2,087	101.2%
FY 2012	2,166	2,178	100.6%
FY 2013	2,262	2,272	100.4%
FY 2014	2,387	2,421	101.4%
FY 2015	2,593	2,465	95.1%
FY 2016	2,555	2,534	99.2%
FY 2017	2,598	2,670	102.8%
FY 2018	2,760	2,698	97.8%
FY 2019	2,741	2,645	96.5%

Thomas Jefferson Elementary School

Category: Schools

Department Lead: Schools

Type: Ongoing Project

Project Description, Benefit, and Schedule

Addition and renovation of existing structure to include adding 24,000-30,000 GSF of space. This project is essential in ensuring we maintain the agreement with Fairfax County's enrollment cap of 660 at Mt. Daniel Elementary School (MD). The proposed project timeline is FY26-FY28 (Design and Construction) and will meet the enrollment estimate timelines that were forecasted by Weldon Cooper in November 2018. In addition to enrollment growth concerns, the renovation of the original building in 2012 did not include upgrades to existing restrooms, electrical or plumbing which date to the 1970's in most areas.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (Debt)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	11,680,000	\$ 11,680,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	11,680,000	\$ 11,680,000

Funding Notes:

This project could be funded through a combination of bond funds and Pay-Go funds.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

By upgrading the pre-2012 building, we will greatly reduce the existing operating costs associated with plumbing and electrical failures. There will be increased utility and upkeep costs associated with a new wing expansion; however, the new wing will be more efficient.

Conformity with Comprehensive Plan and Council Strategic Plan

The continued reinvestment of our School facilities conforms with the City's Comprehensive Plan, Chapter 8 - Community Facilities, Public Utilities and Government Services, by allowing FCCPS to continue to deliver "High quality public education facilities".

- Bicycle Master Plan
- Bus Stop Master Plan
- W&OD Master Plan (Under Development)

Master Plans

- Mobility for All Modes
- Parks for People
- Housing (Under Development)
- Vision (Under Development)

Comprehensive Plan

Small Area Plans

- North Washington Street
- South Washington Street Corridor
- Downtown Falls Church
- West Broad Street (Under Development)

PLANNING

Transportation Project Cycle

Select Priorities

Project Scoping

CIP

Grant Applications

Allocating Funding

Engineering

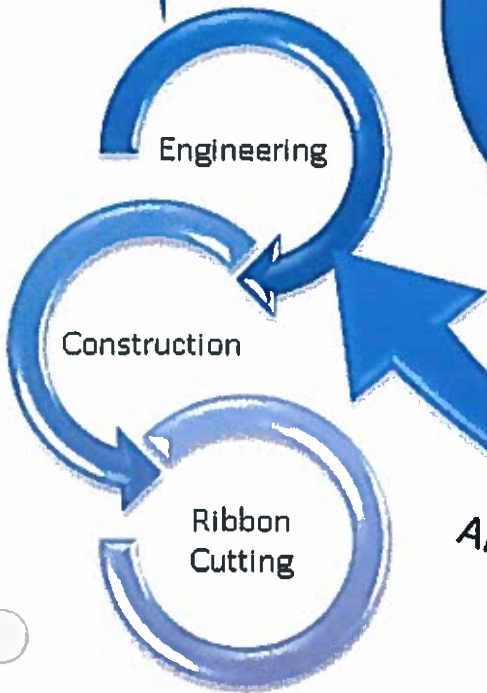
Construction

Ribbon Cutting

IMPLEMENTATION

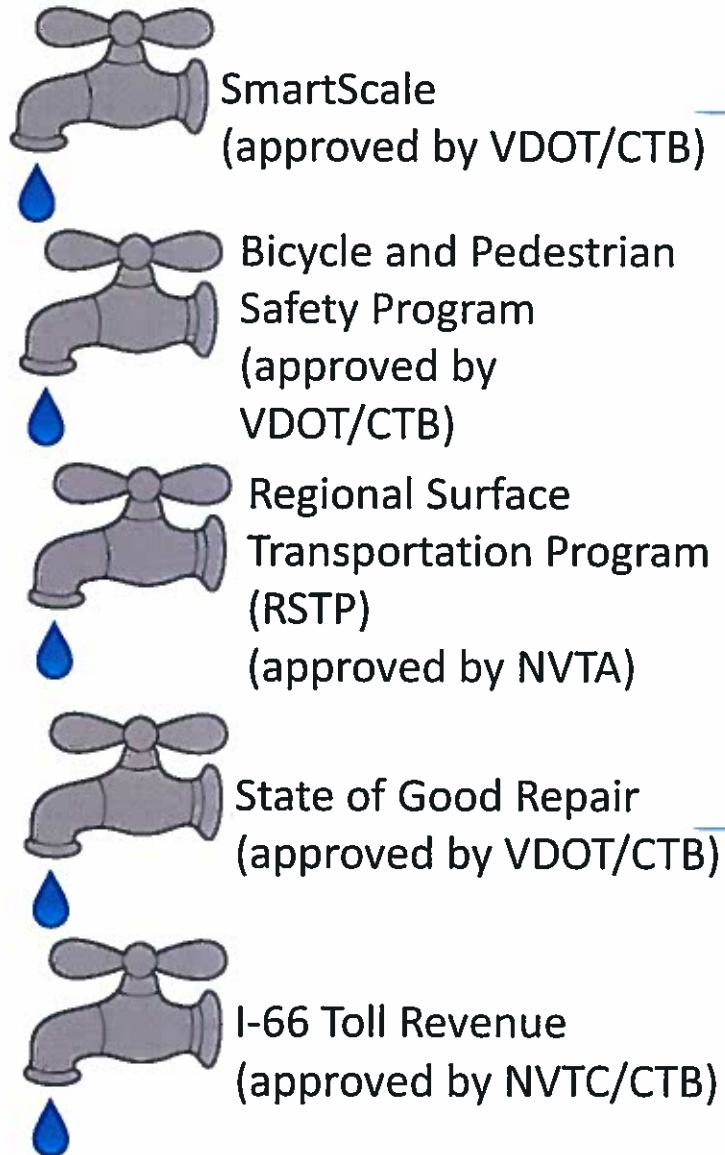
PROGRAMMING

Selecting Next Projects

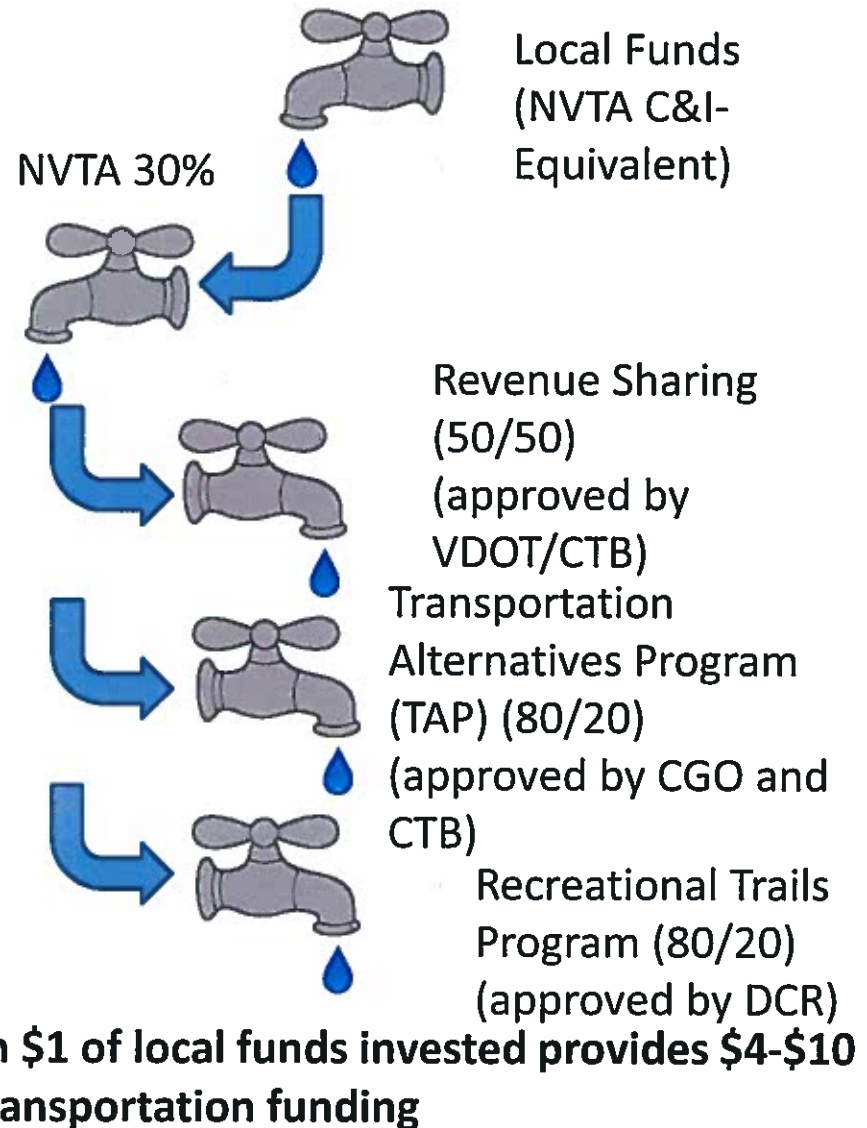


Transportation CIP Funding: Leveraging Local Funds

No Local Match Required



Local Match Required



Transportation Capital Improvement Program (CIP) Delivery Schedule Fiscal Years (FY) 2020-2029

Program	Project	Cost	Local Share*	Schedule							Changes since previous CIP	Reasons for Schedule Change
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		
West Broad Street Planning Opportunity Area Plan Adopted 4/11/2016	Pedestrian Access	\$ 1,239,000	\$ -			Des	Des and Con	Con			Delayed	Funding
	Broad St Multimodal Improvements	\$ 3,000,000	\$ -		Des	Des	Des	Des	Con		Delayed	Staffing
	Broad St Streetscape	\$ 10,842,000	\$ -								NEED SCHEDULE	
	Park Av Streetscape and Utility Undergrounding	\$ 19,799,000	\$ -								NEED SCHEDULE	
Downtown Planning Opportunity Area Plan Adopted 6/23/2014	Park Ave Great Street Feasibility Study	\$ 80,000	\$ 80,000	Des							Completed	
	Park Ave Great Street Library to State Theatre	\$ 2,480,000	\$ 480,000	Des	Des	Des	Des	Con			On Schedule	Funding - \$2m in addl scope
	Streetscape Rehabilitation - Little Falls and Maple (Downtown POA)	\$ 800,000	\$ -		Des	Des	Des	Con	Con		Delayed	Staffing/ consolidating with Park Ave GS
	Missing Sidewalk Links - Park Ave	\$ 400,000	\$ -			TBD	TBD	TBD	TBD	TBD	On Schedule	
	Parking Access	\$ 500,000	\$ 500,000			Des	Des and Con	Con			Delayed	Funding
North Washington Street Planning Opportunity Area Plan Adopted 6/11/2012	N Washington St & Gresham Pl Intersection and Gateway	\$ 1,600,000	\$ -								NEED SCHEDULE	
	N Washington St & Jefferson St Intersection and Pedestrian Crossing	\$ 1,900,000									NEED SCHEDULE	
	Multimodal Improvements	\$ 11,000,000									NEED SCHEDULE	
South Washington Street Planning Opportunity Area Plan Adopted 10/28/2013	S Washington St Intermodal Plaza	\$ 7,528,551	\$ -	Des and Con	Con						On Schedule	
	S Washington St Multimodal (Access to Transit)	\$ 2,165,000	\$ 1,465,000	Des and Con	Con	Con					On Schedule	
	Maple Av & South Washington St Intersection	\$ 808,001	\$ -		Des	Des	Con				Delayed	Staffing
	S Washington & Annandale Intersection	\$ 950,000	\$ 475,000			Des	Des	Con			On Schedule	
West Falls Church and Joint Campus Revitalization District	Haycock Road Pedestrian Crossing	\$ 750,000	\$ -			Des	Des	Des and Con			Delayed	
	Multimodal Transportation Project	\$ 15,700,000	\$ -			Des	Des	Des and Con			On Schedule	
Total		\$ 96,041,552	\$ 3,000,000									

Transportation Capital Improvement Program (CIP) Delivery Schedule Fiscal Years (FY) 2020-2029

Program	Project	Cost	Local Share*	Schedule							Changes since previous CIP	Reasons for Schedule Change
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		
Neighborhood Traffic Calming Plan updated 2/23/2015	Great Falls and Little Falls	\$ 100,000	\$ 100,000	Des and Con	Con							
	Annandale and Gundry	\$ 100,000	\$ 100,000	Des and Con								
	NTC Various Projects	\$ 1,936,000	\$ 500,000								On Schedule	
	Grove, S West, Little Falls, Great Falls & Cherry			Des and Con	Des and Con	Des and Con	Des and Con	Des and Con	Des and Con	Des and Con		
	Lincoln, N West & Annandale/Gundry											
Multimodal Connectivity and Accessibility	Bus Shelters	\$ 735,800	\$ 296,100								Completed	
	Roosevelt Multimodal	\$ 3,030,203	\$ -	Con							Completed	
	Bike Share Master Plan Adopted 7/13/2015	\$ 2,060,000	\$ 60,000	Con	Des and Con	Con					On Schedule	
	Mount Daniel Elementary SRTS SRTS Program Endorsed 3/14/2011	\$ 210,000	\$ 150,000	Des	Des and Con						Delayed	
	Pedestrian Crossings along Broad St at Oak St, Fairfax St, and Berry St (HAWK signals)	\$ 1,195,000	\$ 195,000	Des	Des	Con	Con				On Schedule	
	W&OD Park and Greenway Crossings Master Plan Adopted 4/11/2016	\$ 862,000	\$ 364,400	Des and Con	Con							
	Berman Park Greenway Parks for People Plan Updated 8/8/2016	\$ 600,000	\$ -			Des	Des and Con	Con			New Schedule	
	W&OD Park and Greenway Dual Trails Master Plan Adopted 4/11/2016	\$ 3,929,959	\$ -	Des	Des and Con	Con					New Schedule (NOVA Parks Managed)	
	W&OD Park and Greenway Lighting Master Plan Adopted 4/11/2016	\$ 1,500,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	NEED SCHEDULE	Pending NOVA Parks Coordination
	W&OD Park and Greenway Plazas Master Plan Adopted 4/11/2016	\$ 1,500,000	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	NEED SCHEDULE	Pending NOVA Parks Coordination
	W&OD Park and Greenway Landscape Restoration Master Plan Adopted 4/11/2016	\$ 150,000	\$ 30,000			TBD	TBD	TBD	TBD	TBD	NEED SCHEDULE	Pending NOVA Parks Coordination
Total		\$ 18,866,962	\$ 1,795,500									

Transportation Capital Improvement Program (CIP) Delivery Schedule Fiscal Years (FY) 2020-2029

Program	Project	Cost	Local Share*	Schedule							Changes since previous CIP	Reasons for Schedule Change
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		
Infrastructure Renewal: Traffic Signals and Intersections	Broad St & Cherry St	\$ 980,000	\$ 490,000	Con							Delayed FY19 estimated completion	Easement
	Washington St & Columbia St	\$ 744,750	\$ 372,375			Des	Des	Con			Delayed	Staffing & Funding
	West St & Lincoln Av	\$ 2,003,578	\$ 251,789			Des	Des	Des and Con	Con		Delayed	Staffing & Funding
	West St & Great Falls St	\$ 669,750	\$ 334,875	Des and Con	Con						Delayed	Staffing
	S Maple Av & Annandale Rd	\$ 949,000	\$ 474,500		Des	Des and Con	Con				On Schedule	
	W Broad St & Spring St	\$ 700,000	\$ 350,000			Des	Des and Con	Con			On Schedule	
	S Cherry St & Hillwood Ave	\$ 600,000	\$ 300,000				Des	Des and Con	Con		On Schedule	
Infrastructure Renewal: Street Paving and Reconstruction	Great Falls St	\$ 1,200,000	\$ 600,000						Des	Des and Con	Delayed	Funding
	S Maple Ave Roadbed Reconstruction	\$ 915,000	\$ 475,000		Des	Des	Des and Con	Con			On Schedule	
	Lincoln Ave	\$ 1,300,000	\$ 650,000					Des	Con		On Schedule	
	Park Ave	\$ 1,400,000	\$ 700,000						Des	Con	On Schedule	
Infrastructure Renewal: Bridges	N Van Buren St	\$ 1,857,195	\$ 607,579	Con							Completed	
	Inspections	\$175k every 3 years	\$ -								Ongoing Program	
	Oak St	\$ 2,436,188	\$ -			Des	Des	Des	Des and Con	Con	Delayed	Funding
Total		\$ 15,755,461	\$ 6,206,118									

	Cost	Local Share*
TOTAL ALL PROJECTS	\$ 86,572,975	\$ 11,001,618

LEGEND

Des	Project in Design Phase (PE, ROW, Procurement)
Des and Con	Project in Design and Construction Phase
Con	Project in Construction Phase
	Project completed or expected to be completed

* Local share includes debt funding, PAYGO, NVTA 30%, CIE.

*FEDERAL FUNDS

Infrastructure Program - Bridges

Category: Transportation

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule

The City has 25 structures meeting state or federal bridge criteria within its jurisdiction. The Bridge Program will allow the City to continue to operate these critical infrastructure elements safely by providing regular inspections, preventative maintenance, rehabilitation, and replacement as necessary.

Annual inspections of the facilities since 2012 identified three structures in "Poor" conditions and critical rehabilitation work needed on City bridges. Van Buren Bridge Replacement, funded by Revenue Share and State of Good Repair (SGR) grant funds, is now complete and in the close-out phase. The Program's current focus is fully funding Oak Street Bridge Replacement; an application for additional SGR funds is pending, and additional funding sources are being researched. Funds are also set aside to continue bridge inspections which are required on a three year cycle. The bridge inspections are budgeted at \$60,000 per year to cover the total cost of inspections over the three year period.

Ongoing Projects include:

- Oak Street Bridge
- Bridge Inspections

Future Projects may include:

- Sherrow Ave Bridge

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Federal Grant (RSTP)	\$ 398,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 240,000	\$ 938,000
State Grant (SGR)	\$ 24,000	\$ 185,000	\$ 178,000	\$ 61,000	\$ -	\$ -	\$ -	\$ 448,000
State Grant (SGR) - Pending	\$ 1,686,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,686,000
Total:	\$ 2,108,000	\$ 245,000	\$ 238,000	\$ 121,000	\$ 60,000	\$ 60,000	\$ 240,000	\$ 3,072,000

Funding Notes: Bridge Inspections funded by RSTP grant money the City applies for and receives annually. FY20 SGR grant application for Oak St is pending (\$1,686,000) - Award known in FY19

Prior Year Available Funding: Oak St Bridge (RSTP, \$385k available), Bridge Inspections (RSTP, \$6k available. \$108k RSTP transfer pending).

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Program scheduling takes into account existing staffing levels and workload. Annual maintenance costs are expected to increase once bridge assessment is completed and full extent of maintenance requirements and needs are assessed and implemented.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan informs this program. Chapter 7 of Mobility for all Modes, has a goal for maintaining the City's infrastructure in a state of good repair and creating an action plan to address maintenance needs.

Infrastructure Program - Pavement

Category: Transportation

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule

Public streets are the most heavily utilized element of transportation infrastructure in the City. In order to provide safe, efficient means of travel along public streets, proper maintenance of pavement is necessary. This pavement program will establish a plan to maximize the usable life of the City's street pavement. The City will implement a project annually to rehabilitate existing pavement using a variety of paving treatments and methods. In some cases, full depth reconstruction of the pavement may be necessary, where samples indicate that inadequate base material exists to support the traffic load.

**Ongoing Projects include:**

- S Maple Ave Roadbed Reconstruction
- Primary Extensions (E Broad St and Hillwood Ave)

Future Projects may include:

- Great Falls Street Reconstruction
- Lincoln Ave Reconstruction
- Park Ave Reconstruction

Capital Funding Plan

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
State Grant (Revenue Sharing)	\$ 440,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 440,000
State Grant (Rev Share) Pending	\$ -	\$ -	\$ -	\$ 650,000	\$ 700,000	\$ -	\$ -	\$ 1,350,000
State Grant (SGR) - Pending	\$ 949,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 949,000
State Grant (NVTa 30%)	\$ 475,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ 1,075,000
State Grant (NVTa 30%) Pending	\$ -	\$ -	\$ -	\$ 650,000	\$ 700,000	\$ -	\$ -	\$ 1,350,000
Local (Debt)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000
Unfunded	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 1,864,000	\$ -	\$ -	\$ 1,300,000	\$ 1,400,000	\$ 1,200,000	\$ -	\$ 5,764,000

Funding Notes: FUTURE APPLICATIONS planned for State Rev Share Grant and NVTa 30% Funds (Lincoln Ave, \$1.3m project cost, Park Ave, \$1.4m project cost)

Hillwood Ave and E Broad Primary Extensions (FY20 SGR - pending grant award)

Great Falls St (Unfunded)

Prior Year Available Funds: N/A

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Proper maintenance of roads, including reconstruction to establish a structural base layer, will reduce long term maintenance costs.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan informs this program. Chapter 7, Transportation, Mobility for all Modes has a goal to maintain the City's infrastructure in a state of good repair and develop a standard for repaving the City's roads on a regular schedule and budget sufficient funding to meet that schedule.

Infrastructure Program - Traffic Signals

Category: Transportation

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule

Traffic signals assign right of way and improve safety and accessibility for varying modes of travel. The Traffic Signals program will increase the operational reliability and safety of the City's 27 traffic signals through rehabilitation and upgrades, major repairs, and preventative work. Traffic signals will be removed from Dominion Virginia Power (DVP) poles to comply with DVP requirements where necessary. In addition, signals will be retrofitted to include pedestrian accessibility elements, including improved curb ramps and updated pedestrian signal timing.

Ongoing Projects include:

- E Broad St & Cherry St Intersection Improvements and Signal Upgrades
- N Washington St & Columbia St Intersection Improvements and Signal Upgrades
- N West St & Lincoln Ave Intersection Improvements and Signal Upgrades
- N West St & Great Falls Intersection Improvements and Signal Upgrades
- S Maple Ave & Annandale Rd Intersection Improvements and Signal Upgrades

Future Projects include:

- W Broad & Spring St Intersection Improvements and Signal Upgrades
- S Cherry St & Hillwood Ave Intersection Improvements and Signal Upgrades

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
State Grant (Revenue Sharing)	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500
Local (PAYGO)	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500
Federal Grant (HSIP) Pending	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
State Grant (Rev Share) Pending	\$ -	\$ 350,000	\$ 300,000					\$ 650,000
State Grant (NVTA 30%) Pending	\$ -	\$ 350,000	\$ 300,000					\$ 650,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 1,625,000	\$ 700,000	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 2,925,000

Funding Notes: FUTURE APPLICATIONS planned for State Rev Share Grant and NVTA 30% Funds (W Broad & Spring St, \$700k project cost, S Cherry & Hillwood, \$600k project cost) Pending FY20 HSIP Grant application for \$1.5M (N West & Lincoln Intersection)

Prior Year Available Funds: Broad & Cherry (Rev Share/Local CIE, \$217k available), Washington & Columbia (Rev Share/Local CIE/NVTA 30%, \$646k available), N West St & Lincoln Ave (Rev Share/Local CIE/NVTA 30%, \$546k available), N West and Great Falls (Rev Share/Local CIE/NVTA 30%, \$632k available) S Maple & Annandale Rd (Rev Share/NVTA 30%, \$824k awarded)

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Program scheduling takes into account existing staffing levels and workload. Minimal impact on annual maintenance costs expected.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan informs this program. The Comprehensive Plan, Chapter 7, Transportation, Mobility for all Modes has a goal to maintain the City's infrastructure in a state of good repair and create a Traffic Signal Master Plan to assess the state of the City's traffic lights and develop an action plan for upgrading the City's traffic signals as necessary.

South Washington Planning Opportunity Area

Category: Transportation

Department Lead: Development Services

Type: Ongoing Project

Project Description, Benefit, and Schedule

As defined in the Comprehensive Plan, the South Washington Street Planning Opportunity Area (POA) encompasses the southwestern area of the City that surrounds South Maple, South Washington, Annandale and Hillwood Ave. The S. Washington POA program will implement recommended projects from the S. Washington POA Small Area Plan, adopted by City Council in October 2013. This program will implement corridor improvements along South Washington Street that improve access to multiple modes of transportation. Bicycle facilities, curb bump outs, street lighting, improved sidewalks, transit facilities, and new traffic signals will improve safety and access for pedestrians, transit users, and bicyclists. ADA improvements will be incorporated into all design elements to improve accessibility. Streetscape improvements will provide a comfortable pedestrian environment, attracting economic investment. Undergrounding of existing overhead utilities will eliminate pedestrian obstructions and enhance streetscape aesthetics.

**Ongoing Projects include:**

- S Washington St Intermodal Plaza
- S Washington St Multimodal (Access to Transit)
- S Washington & Maple Ave Intersection

Future Projects include:

- S Washington & Annandale Rd Intersection (Design scheduled to begin in FY2021)

Capital Funding Plan

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
State Grant (Revenue Share)	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500
Local (PAYGO)	\$ 62,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,500
Federal Grant (Smart Scale) Pending	\$ 3,317,866	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,317,866
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 3,442,866	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,442,866

Funding Notes: Smart Scale application pending (\$3,317,866) - Award known in FY2019, funding year subject to change

Prior Year Available Funding: S Washington St Intermodal Plaza (SAFTEA-LU/SYIP-Urban, \$3.1m available), S Washington St Multimodal (NVTA 30%/Local, \$127k available), S Wash & Maple Ave Intersection (SYIP-Urban, \$605k available), S Wash & Annandale Intersection (Rev Share/NVTA 30%, \$825k available)

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Program scheduling takes into account existing staffing levels and workload. New traffic signals and streetscape will increase maintenance responsibilities for Operations when complete. Operating costs to be evaluated as projects are developed.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan, South Washington Street Small Area Plan, and Streetscape Standards inform this program. All of the plans speak to the redevelopment of the South Washington Street POA into a vibrant, pedestrian-friendly, commercial area. The plans call for installation of brick sidewalks, landscaping, street lighting, and undergrounding of utility lines. The following goals from the Comprehensive Plan are applicable.

Chapter 3, Community Character, Appearance, and Design.

Downtown Area Planning Opportunity Area

Category: Transportation

Department Lead: Development Services

Type: Ongoing Project

Project Description, Benefit, and Schedule

As defined in the Comprehensive Plan, the Downtown POA is the area bounded by West Broad Street, N Washington Street, Park Avenue, and Little Falls Street.

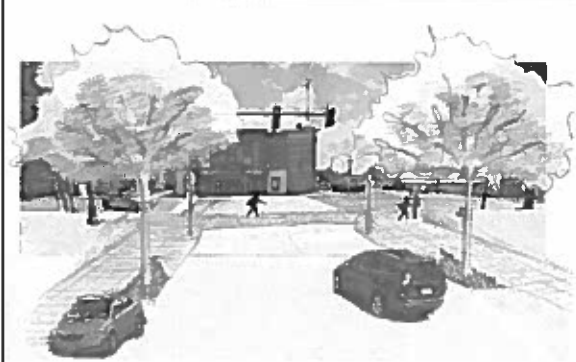
The Downtown Planning Opportunity Area (POA) Program will implement recommended projects from the Downtown Planning Opportunity Small Area Plan which was adopted by City Council in June 2014. Projects under this program will implement the vision for this area as more inviting to pedestrians and commercial activity. Projects may consist of streetscape enhancements, more accessible pedestrian facilities, traffic calming, landscaping, traffic signal upgrades and other related projects.

Ongoing Projects include:

- Park Ave Great Street (Library to State Theatre)
- Streetscape Rehabilitation (Ped Access & Safety Little Falls to Maple)

Future Projects may include:

- Parking Access, shared parking agreements for use of underutilized parking lots

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Federal Grant (Smart Scale)	\$ 520,000	\$ 538,000	\$ 674,000	\$ 608,000	\$ -	\$ -	\$ -	\$ 2,340,000
State Grant (NVT A 30%)	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000
State Grant (NVT A 70%) Pending	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Local (Debt)	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Total:	\$ 520,000	\$ 1,178,000	\$ 1,174,000	\$ 608,000	\$ -	\$ -	\$ -	\$ 3,480,000

Funding Notes: Parking Access is currently unfunded, no funding source. Park Ave & N Virginia missing link funds sourced from existing NVT A 30%.

FUTURE APPLICATION planned for NVT A 70% State grant for missing sidewalk links on Park Avenue (\$400k)

Prior Year Available Funding: Park Ave Great Street Feasibility Study (Local, \$18k available), Park Ave Great Street (SmartScale/Local, \$440k available), Streetscape Rehab (SmartScale, \$800k available)

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Enhanced streetscape and new landscaping will require additional maintenance labor and supplies or partnering with property owners.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan, Streetscape Standards, and Downtown POA Small Area Plan inform this program. All of the plans speak to the redevelopment of the Downtown POA into a vibrant, pedestrian-friendly commercial area. The plans call for installation of brick sidewalks, landscaping, energy-efficient street lighting, and undergrounding of utility lines.

Chapter 3, Community Character, Appearance, and Design and Chapter 7, Mobility for all Modes speak specifically to updating the streetscape within the Downtown POA.

Infrastructure Program - Multimodal Connectivity and Accessibility

Category: Transportation

Department Lead: Development Services

Type: Ongoing Project

Project Description, Benefit, and Schedule

The City's transportation network supports multiple modes of travel - automobile, transit, bicycle, and pedestrian. This program invests primarily in the transit, bicycle, and pedestrian components of the City's transportation network. Such facilities allow residents and visitors to move about freely and efficiently.

Ongoing Projects include:

- Pedestrian crossings along Broad St at Oak St, Fairfax St, and Berry St (HAWK signals)
- W&OD Dual Trails & Trail Crossings
- Berman Park Greenway
- Bikeshare

Future Projects include:

- W&OD Park & Greenway Landscape Restoration, Plazas & Lighting

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Federal Grant (SmartScale)	\$ 300,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,000
State Grant (NVTA 70%)	\$ 2,420,959	\$ 474,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,894,959
Federal Grant (HSIP)	\$ 71,000	\$ 30,000	\$ 499,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000
Federal Grant (RSTP)	\$ -	\$ -	\$ -	\$ 348,000	\$ 490,000	\$ -	\$ -	\$ 838,000
Federal Grant (RSTP) Pending	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550,000	\$ 2,200,000	\$ 2,750,000
Local (PAYGO)	\$ 200,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 230,000
State Grant (NVTA 30%)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Grant (TAP)	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000
Unfunded	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
Total:	\$ 2,991,959	\$ 904,000	\$ 499,000	\$ 348,000	\$ 490,000	\$ 550,000	\$ 5,200,000	\$ 10,982,959

Funding Notes: FUTURE APPLICATIONS planned for Federal TAP Grant and NVTA 30% Funds (W&OD and Greenway landscape restoration, \$150k project cost)

W&OD Park & Greenway Lighting and Plaza projects (master plan adopted 4/11/16) are still UNFUNDED. Project cost estimates not available at this time.

Prior Year Available Funds: Roosevelt St Sidewalk (RSTP, \$71k available), Roosevelt & Roosevelt Ped Improvements (HSIP, \$324k available), Bus Shelters (DRPT/Local 30%, \$72k available), Bike Share (RSTP/NVTA 30%, \$1.3m available), Ped Crossings Along Broad (HAWK signals)(SmartScale/NVTA 30%, \$881k available), W&OD Trail Crossings (TAP/NVTA 30%, \$513k available),

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Program scheduling takes into account existing staffing levels and workload. Annual maintenance costs will be evaluated once conceptual planning begins.

Conformity with Comprehensive Plan and Council Strategic Plan

The City's Mobility for all Modes Plan and Parks for People Plan call for expanding travel mode choice and for specific investments in the City's multimodal transportation network.

Neighborhood Traffic Calming

Category: Transportation

Department Lead: Development Services

Type: Ongoing Project

Project Description, Benefit, and Schedule

The City's Neighborhood Traffic Calming (NTC) Program is designed to improve transportation safety in residential neighborhoods and be responsive to neighborhood concerns about traffic conditions. Traffic calming is a procedure designed to improve quality of life and increase safety for pedestrians and bicyclists by reducing motor vehicle speeds and/or volumes. The traffic calming toolbox includes a wide range of measures. This includes informational measures, such as traffic studies and data collection, education, and signage. It also includes physical measures, such as speed humps, street striping and curb extensions.

Program funding will be used to provide shared, safe access on neighborhood streets for pedestrians, bicyclists, transit users, and motorists. Project is ongoing around the City but includes intersections and residential streets. Estimated total project cost is currently \$1.7 million. Refer to attachment document for project details.

Ongoing and Future projects include:

- Lincoln Ave, N West St, and Annandale Rd/Gundry Dr (\$800k pending application)
- Grove, S West St, Little Falls & Great Falls, N Cherry

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Federal Grant (HSIP)	\$ 636,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 636,000
State Grant (NVTa 30%)	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 400,000	\$ 500,000
Federal Grant (HSIP) Pending	\$ -	\$ -	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000
Local (PAYGO)	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ 400,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 636,000	\$ -	\$ 900,000	\$ -	\$ 200,000	\$ 200,000	\$ 400,000	\$ 2,336,000

Funding Notes: HSIP/BPSP Application Pending for Neighborhood Traffic Calming projects for Lincoln, N West & Annandale (\$800k) - Award known in FY2020, funding year subject to change. HSIP/BPSP grant awarded for NTC projects for Grove, S West St, Little Falls & Great Falls & N Cherry (\$636k to be received in FY20)

Prior Year Available Funding: Great Falls & Little Falls, Annandale & Gundry, Other (NVTa 30%/Local CIE, \$178k available)

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs**Conformity with Comprehensive Plan and Council Strategic Plan**

The Comprehensive Plan, Streetscape Standards, and Neighborhood Traffic Calming Program Handbook inform this program. The City adopted an updated Neighborhood Traffic Calming Program in November 2011. The Neighborhood Traffic Calming Handbook was adopted in February 2015.



CITY OF FALLS CHURCH

DATE: October 31, 2018

TO: Mayor Tarter and Members of City Council

FROM: Citizens Advisory Committee on Transportation (CACT)

SUBJECT: CACT Work Session

The City Council has invited the Citizens Committee on Transportation (CACT) to a Work Session on November 5th to discuss achievements and issues that the CACT has addressed recently. Recent topics that the CACT have addressed include the following:

Neighborhood Traffic Calming Program:

Neighborhood Traffic Calming has been a major focus of the CACT. Completed projects include the Parker-Kent intersection pedestrian project, Pennsylvania Ave, and N Maple Ave. The status of all the project cases is shown on Attachment 1.

Current Funding for Program: Funding for the NTC Program has been an on-going issue. In FY2019, \$200,000 in local funds are available for program use. These funds will likely be used for traffic data collection and light solutions on qualified projects. In FY2019, the City was awarded a Bike Pedestrian Safety Program (BPSP) Grant for FY2020 in the amount of \$632,000. These funds will be used to design and construct "Heavy Solutions" on some of the active projects. The City has again applied this year for additional traffic calming funds in the amount of \$800,000 through the BPSP Grant Program. The City should know in June 2019 if the City has been awarded this grant.

NTC Program Enhancements: The CACT and staff have been working on Program Enhancements based upon our experience with previous projects. Included are possible improvements to the Program:

- Review the list of project cases periodically to remove cases where the petition of interest has not be returned to staff within 6 months. In such a case the requestor will be contacted to determine if the case should be kept on the list or removed
- Continue to work with DPW to reduce design costs by performing more work in-house rather than hire consultants

- Appoint a CACT member to serve as liaison to the Working Group to represent the CACT when working with residents on Traffic calming solutions
- Consider developing criteria and working with the FCPD on a process to lower speed limits to 20 mph on certain residential streets as has been done in other areas of the region

Parking Day on September 21, 2018:

The CACT and City staff participated in International Parking Day on September 21, 2018 for the first time by converting a parking space to a "Parklet" on S Maple Ave adjacent to Tinner Hill for one day. The parklet was visited by nearly 80 residents who took advantage of the sitting area, mini-golf, lush landscaping and lemonade.

A sketch of the Falls Church Parklet is shown on Attachment 2.

Joint Meeting with the Environmental Sustainability Council (ESC) on the Potential for Shuttle Service and Autonomous Vehicles in the City

In April, the CACT met jointly with the Environmental Sustainability Council (ESC) to discuss the potential for shuttles in the City and to hear about the state of the art in Autonomous Vehicles (AV). Advice from the professionals present suggests that the City is not yet dense enough to support a shuttle system, and that the City would find it more economical to hire taxicabs to provide this sort of service.

Joint Meeting with the Human Services Advisory Council (HSAC) on Accessibility:

In July, the CACT met jointly with the Human Services Advisory Council (HSAC) on the issue of Accessibility. The HSAC provided a list of problems that they felt would make walking and access more safe and asked the CACT for help in addressing these issues. Some of their issues can be taken care administratively by DPW, but others require a longer planning process and project funding to address.

20 mph Speed Limit in Residential Areas:

The CACT initiated the request to determine if the City has the legal authority to lower the speed limit of certain City streets to less than 25 mph. The City Attorney has opined that the City does indeed have the authority to lower speed limits to 20 mph following an engineering study.

Bikeshare:

The CACT has been a strong supporter of Bikeshare and looks forward to the installation of the first Bikeshare Stations. The City recently received authorization to award contracts and a purchase order issued to purchase Bikeshare stations and start up equipment. City staff is awaiting notification from vendors regarding an estimated delivery and installation date for the system, which is expected in spring 2019.

Development Plan Review:

The CACT reviewed two major development projects (Founders Row and the Broad and Washington Project) and provided comments to the City Council. The CACT has commented on pedestrian facilities, streetscape, parking, site circulation and access and neighborhood impacts. A consistent concern of the CACT is the sidewalk width and clear areas for pedestrian to pass safely.

Zoned Residential Permit Parking:

The City is embarking upon a new zoned residential permit parking program that is intended to preserve on-street parking for residents of the neighborhood, or of a particular street. Restrictions were implemented in Winter Hill in 2016 to preserve on-street parking for residents overnight.

Grove Ave and the 900 block of Park Ave have requested permit parking to preserve on-street spaces for residents while and after the Founders Row Project is being constructed.

Each location where zoned parking will be considered likely has particular times when non-local parking demand is the heaviest and hours of restriction need to be tailored for the site. At the same time, the restrictions should not be so restrictive as to punish the general public from using short term parking to access nearby public and commercial facilities.

Bike to Work Day:

The City and the CACT celebrated Bike to Work Day on a rather rainy May 18th this year. Despite the rain, nearly all the sponsors set up and there were about 200 riders who stopped at the Pit Stop to retrieve t-shirts and refreshments.

W&OD Crossings and Dual Trail:

The CACT has been very supportive in recommending and lending its support to the W&OD trail through the City. The City was awarded a grant to improve the roadway crossings of the W&OD at 4 locations in the City. A consultant was recently selected to begin design of the crossings which should begin in November.

NOVA Parks has received two grants to complete a dual (separate bike and pedestrian) trail through the City. A consultant for this work has been selected and design should also begin in November.

Attachment 1

Neighborhood Traffic Calming Case Status As of October 31, 2018

Completed Cases:

- Parker –Kent: Intersection of Parker Ave and Kent St.
- Pennsylvania Ave: Fulton Ave to Great Falls St.
- N Maple Ave: Great Falls to W Columbia
- N Cherry St: E Broad to E Columbia
- Lincoln Ave: N West St to City Line (Striping plan and refuge islands)
- N West St; Lincoln Ave to Great Falls (Striping Plan)

Active Cases:

- W Annandale Road/Gundry Drive-W Broad to S Maple Ave
- Great Falls/Little Falls St.
- Lincoln Ave: N West St to City line
- N West St: Lincoln Ave to Great Falls St

Qualified But Not Yet Selected:

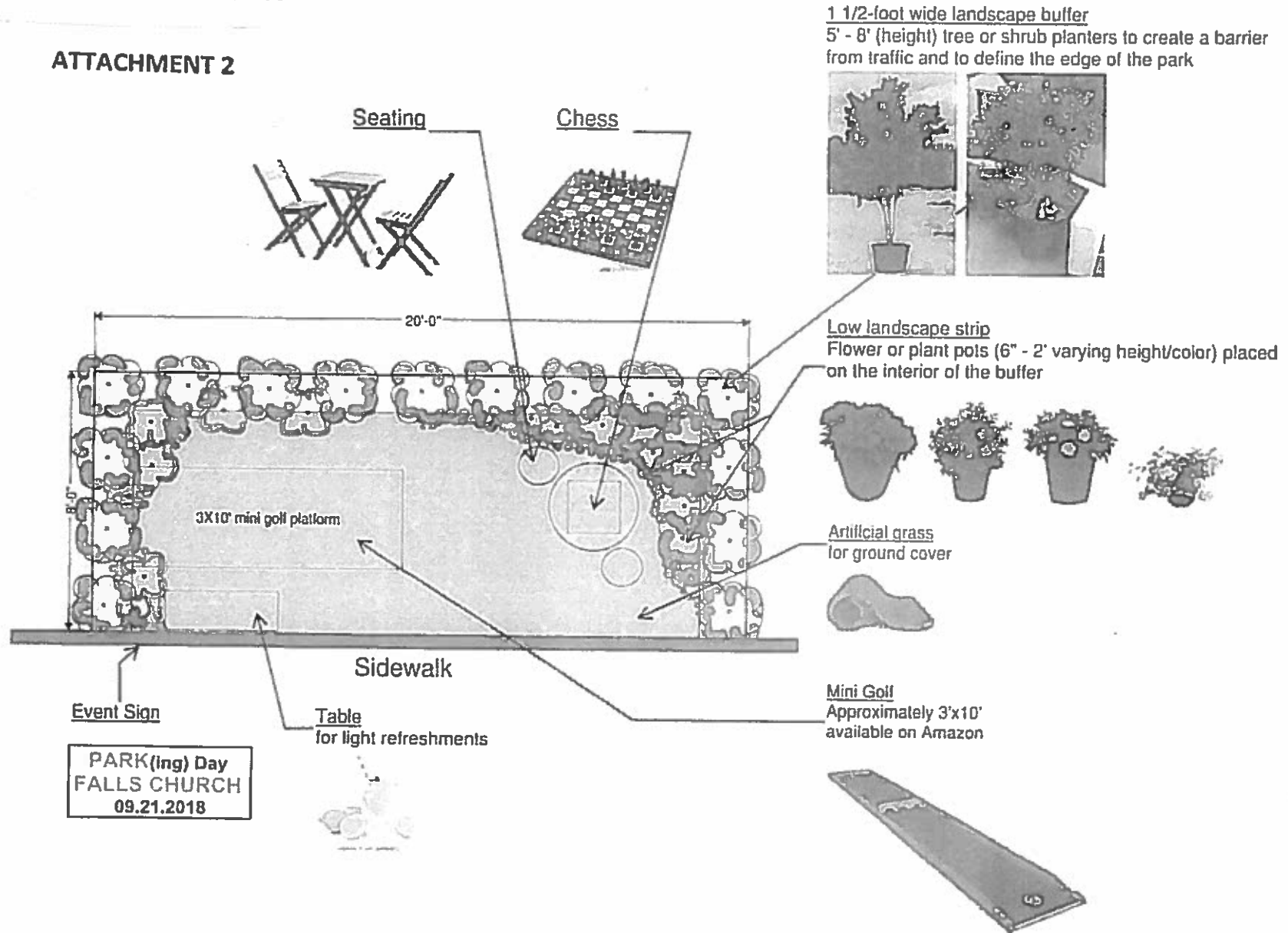
- Grove Ave (to be addressed by the Founders Row Project)
- N Oak St: West St to City Line
- Noland St: E Columbia to E Broad
- W Greenway Blvd: Lee Highway to Seaton Lane
- W Jefferson St: Maple Ave to Little Falls St

Petitions Sent to Requestor but Not Returned to Staff:

- S Spring St-W Broad to Parker
- W Marshall St: Lee Highway to Seaton lane
- N Virginia Ave: Park Ave to Great Falls St
- Jackson St: Timber Lane to Parker Ave
- S Lee St: W Broad to Oak St
- E Columbia St: Van Buren to Arlington co Line
- S. Lee St: W Broad to Timber La.
- Seaton La: Oak St to Jackson St

Park(ing) Day Parklet Concept
Falls Church 09.21.2018

ATTACHMENT 2



West Broad Street Planning Opportunity Area

Category: Transportation

Department Lead: Development Services

Type: New Project

Project Description, Benefit, and Schedule

As defined in the Comprehensive Plan, the West Broad Street POA runs along West Broad Street between the W&OD Trail to the west and Little Falls Street to the east. The West Broad Street Planning Opportunity Area (POA) Program will implement recommended projects from the West Broad Street Small Area Plan. The plan has been recommended by the Planning Commission and Council adopted the West Broad Street Small Area Plan on April 11, 2016. Projects under this program will implement the vision for this area as more inviting to pedestrians and commercial activity. Projects may consist of streetscape enhancements, accessible pedestrian facilities, traffic calming, landscaping, traffic signal upgrades and other related projects.

Ongoing Projects include:

-Broad St Multimodal Improvements

Future Projects may include:

-Pedestrian Access

-Broad St Streetscape

-Park Ave Streetscape & Utility Undergrounding



The total estimated program cost is \$11,560,000. The below numbers do not include funds beyond FY2025.

Capital Funding Plan

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Federal Grant (RSTP)	\$ -	\$ 361,000	\$ 440,000	\$ 348,000	\$ -	\$ -	\$ -	\$ 1,149,000
Federal Grant (Smart Scale)	\$ 150,000	\$ 900,000	\$ 776,000	\$ 324,000	\$ -	\$ -	\$ -	\$ 2,150,000
Unfunded	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,197,000	\$ 43,197,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 150,000	\$ 1,261,000	\$ 1,216,000	\$ 672,000	\$ -	\$ -	\$ 43,197,000	\$ 46,496,000

Funding Notes: Current total Smart Scale grant awarded to City is \$3M for Broad St Multimodal, Broad St Streetscape (\$15,428,000) and Park Ave Streetscape and Utility Undergrounding (\$27,769,000) projects unfunded, no funding source identified.

Prior Year Available Funds: Broad St Multimodal Improvements (SmartScale, \$850k available).

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Enhanced streetscape and new landscaping will require additional maintenance labor and supplies or partnering with property owners.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan, Streetscape Standards, and West Broad Street Small Area Plan inform this program. All of the plans speak to the redevelopment of the West Broad Street POA into a vibrant, pedestrian-friendly commercial area. The plans call for installation of brick sidewalks, landscaping, energy-efficient street lighting, and undergrounding of utility lines. The West Broad Street Small Area Plan defines specific projects to be completed as part of plan implementation.

WMATA/NVTA Annual Contributions

Category: Transportation

Department Lead: Development Services

Type: Ongoing Project

Project Description, Benefit, and Schedule

Every year, the City is required to contribute to WMATA for its share of annual operating and capital costs. There are three main funding streams that the City uses to pay for this obligation:

- State Aid received by NVTC and allocated to the City
- Gas Taxes restricted for WMATA by code and received by NVTC
- Local funds (combination of C&IE, 30%, Debt, and other PAYGO funds)

In the past, the City also opted in to debt issued by WMATA to pay for its share of capital costs. The City is required to meet the debt service obligation for this debt.

In addition to the payments to WMATA, the City also has to make a payment to the Commonwealth of Virginia for the newly-established WMATA Capital Fund which was established by law in 2018 (effective FY2019) to provide a dedicated revenue source for a portion of the WMATA Capital Improvements Program. Local WMATA member jurisdictions are required to put in \$27.12M total to this WMATA Capital Fund.

The City also has to pay annual operating costs to Northern Virginia Transportation Authority projected at just under \$20k. This is also paid out of 30% funds.

The amounts shown in the Capital Funding Plan below shows only the amount required to be locally subsidized by the City, net of the amounts expected to be paid out of the NVTC Trust Fund. The amounts below also reflect increases on the WMATA operating budget that is capped at 3%. WMATA's current proposed budget has an option for increasing the budget for new initiatives by as much as 6.5%. Attached is a schedule of projected obligations to WMATA for the next six years.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (CIE)	\$ 1,080,000	\$ 1,107,000	\$ 1,135,000	\$ 1,164,000	\$ 1,194,000	\$ 1,224,000	\$ 5,215,000	\$ 12,119,000
Local (PAYGO)	\$ 396,000	\$ 368,700	\$ 341,000	\$ 312,000	\$ 82,000	\$ -	\$ 689,000	\$ 2,188,700
NVTA 30%	\$ 377,000	\$ 293,300	\$ 356,000	\$ 311,000	\$ 77,000	\$ 190,000	\$ 2,084,000	\$ 3,688,300
Local (Debt)	\$ -	\$ -	\$ -	\$ 100,000	\$ 600,000	\$ 600,000	\$ 800,000	\$ 2,100,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 1,853,000	\$ 1,769,000	\$ 1,832,000	\$ 1,887,000	\$ 1,953,000	\$ 2,014,000	\$ 8,788,000	\$ 20,096,000

Note that the City can also use NVTA 30% funds if available, to fund the WMATA costs. Capital costs with WMATA that are not paid for by DRPT grants could also be debt-financed. All local (non-NVTA 30%) funds, whether paid for in cash or debt is eligible as C&IE expense. WMATA 5-year subsidy impacts defined in a separate sheet in this work book to track full City cash and debt impacts as well as gas tax and state subsidies.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Debt-financed items will increase operating costs.

Conformity with Comprehensive Plan and Council Strategic Plan

	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
Operating (1)	2,795,393	3,006,700	3,097,000	3,190,000	3,286,000	3,385,000	3,487,000
FY2019 Impact of CB Agreement	-	123,687					
Debt Service	178,816	178,816	178,816	178,816	178,816	178,816	178,816
Capital - Federal Formula Match, System Performance & Project Development (Cash)	1,795,068	720,000	735,000	755,000	770,000	790,000	805,000
WMATA Capital Fund Contribution	254,505	255,437	238,000	237,000	231,000	229,000	225,000
State Capital Fund	(1,138,329)	-	-	-	-	-	-
Subtotal Regular Contribution	3,885,453	4,285,000	4,249,000	4,361,000	4,466,000	4,583,000	4,696,000
Outside Funding Sources							
Gas Tax	1,287,901	1,288,000	1,314,000	1,340,000	1,367,000	1,394,000	1,422,000
Gas Tax - Shortfall for State Capital Fund	129,675						
State Aid	1,137,372	1,160,000	1,183,000	1,207,000	1,231,000	1,256,000	1,281,000
NVTC I-66 Toll	-	-	-	-	-	-	-
Total Outside Funding Sources	2,554,948	2,448,000	2,497,000	2,547,000	2,598,000	2,650,000	2,703,000
Net Local Cash Subsidy Required	1,330,505	1,837,000	1,752,000	1,814,000	1,868,000	1,933,000	1,993,000
NVTA Admin Fee	14,058	16,000	17,000	18,000	19,000	20,000	21,000
Total Projected Net Subsidy	1,344,563	1,853,000	1,769,000	1,832,000	1,887,000	1,953,000	2,014,000
Increase in Subsidy		508,437	(84,000)	63,000	55,000	66,000	61,000
Funding for Local Subsidy							
Local Funds (C&IE)	1,050,000	1,080,000	1,107,000	1,135,000	1,164,000	1,194,000	1,224,000
Local Funds (PAYGO)	26,000	396,000	368,700	341,000	312,000	82,000	-
Debt	-	-	-	-	100,000	600,000	600,000
NVTA 30% Funds	268,563	377,000	293,300	356,000	311,000	77,000	190,000
WMATA issued Debt							

West Falls Church and Joint Campus Revitalization District

Category: Transportation

Department Lead: Development Services

Type: New Project

Project Description, Benefit, and Schedule

As defined in the Comprehensive Plan, the West Falls Church and Joint Campus Revitalization District runs along West Broad Street and Haycock Road and includes the schools related parcels, the shopping center owned by Federal Realty Company, and several adjacent parcels. The West Falls Church and Joint Campus Revitalization District Program will implement recommended projects from the Comprehensive Plan, Streetscape Standards, and the forthcoming Small Area Plan. Projects under this program will implement the vision for this area as more inviting to pedestrians and commercial activity. Projects may consist of streetscape enhancements, accessible pedestrian and bicycle facilities, traffic calming, traffic signal upgrades and other related projects.

**Future Projects may include:**

- Haycock Road Pedestrian Crossing
- Multimodal Transportation Project

The total estimated program cost is \$16.45 million.

Capital Funding Plan

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Federal Grant (BPSP)	\$ -	\$ 50,000	\$ 50,000	\$ 650,000	\$ -	\$ -	\$ -	\$ 750,000
State Grant (NVT 70%)	\$ -	\$ 2,900,000	\$ 7,185,000	\$ 5,615,000	\$ -	\$ -	\$ -	\$ 15,700,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 2,950,000	\$ 7,235,000	\$ 6,265,000	\$ -	\$ -	\$ -	\$ 16,450,000

Funding Notes: \$15.7m NVT 70% grant awarded in 2018 for the West Falls Church and Joint Campus Revitalization District Multimodal Transportation Project - Design phase to begin in FY2021. \$750k BPSP grant awarded in 2018 for a HAWK signal on Haycock Road - Design phase to begin in FY2021.

Prior Year Funds Available: N/A

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Staff are analyzing staffing resources for the \$15,700,000 grant administration. Due to current staffing workload this project may be outsourced to the developer or an owner representative contract. New maintenance responsibilities for Public Works Operations unknown at this time. Operating costs will be evaluated as projects are developed.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan, Streetscape Standards and forthcoming Small Area Plan inform this program. All of the plans speak to the redevelopment of the West Falls Church and Joint Campus Revitalization District into a vibrant, pedestrian-friendly commercial area. The plans call for installation of brick sidewalks, landscaping, energy-efficient street lighting, and undergrounding of utility lines. The forthcoming Small Area Plan will define specific projects to be completed as part of plan implementation.

North Washington Planning Opportunity Area

Category: Transportation

Department Lead: Development Services

Type: Ongoing Project

Project Description, Benefit, and Schedule

As defined in the Comprehensive Plan, the North Washington Street Planning Opportunity Area (POA) encompasses the northeastern area of the City that surrounds North Washington Street from the City boundary line to Great Falls St.

The North Washington Planning Opportunity Area (POA) program will implement recommended projects from the North Washington Planning Opportunity Area Small Area Plan, adopted by City Council in June 2012. This program will implement multimodal improvements throughout the area.

Ongoing Projects include:

- N Washington St & Gresham Place intersection improvements and pedestrian crossing (NVTC I-66 grant pending)

Future Projects may include:

- N Washington St & Jefferson St intersection improvements and pedestrian crossing
- N Washington St multimodal improvements including pedestrian accessibility, utility undergrounding, and streetscape

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
State Grant (NVTC I-66)	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ -	\$ -	\$ 1,600,000
Unfunded	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,100,000	\$ 18,100,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ -	\$ 18,100,000	\$ 19,700,000

Funding Notes: Pending application for \$1.6 million in NVTC I-66 Commuter Choice funding for the N Washington St & Gresham Pl Intersection Improvements Project.

Currently unfunded projects with no funding source identified: N Washington St & Jefferson Intersection, N Washington Multimodal Improvements (current estimate \$12.9m - escalated in 5 years estimate \$18m)

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Program scheduling takes into account existing staffing levels and workload. New traffic signals and streetscape will increase maintenance responsibilities for Operations when complete. Operating costs to be evaluated as projects are developed.

Conformity with Comprehensive Plan and Council Strategic Plan

The Comprehensive Plan, North Washington Street Small Area Plan, and Streetscape Standards inform this program. All of the plans speak to the redevelopment of the North Washington Street POA into a vibrant, pedestrian-friendly, commercial area.

Transportation Project/ Grant Development (non-CIP)

Category: Transportation

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule

These funds will allow staff to develop detailed scope of works and cost estimates for potential grant funded projects as well as preparing and monitoring grant applications. Accuracy in grant applications is important for smooth project implementation. Also critical for grant award competitiveness. For tracking of 30% funding and connection to transportation projects this is shown in the CIP but it is operational activity so final budget methodology may differ.

Cost Estimate						Page 2
Description	Qty	Price	Unit	Draw	Qty	Total
B.18 PREPARATION						
1. Research, Design, and Plan	1	175.00	Lump Sum	0.00	175.00	175.00
2. Construction	0	115.00	Hour	0.00	0.00	0.00
3. Materials	0	75.00	Lump	0.00	0.00	0.00
4. Labor	1	275.00	Lump Sum	0.00	275.00	275.00
5. Other	0	0.00		0.00	0.00	0.00
TOTAL B.18 PREP (LINES 1-5)						450.00
B.19 FUNDING						
1. Research, Design, and Plan	225	1.10	EA	247.50	247.50	247.50
2. Construction	45	9.40	EA	423.00	423.00	423.00
3. Materials	10	115.00	EA	1,150.00	1,150.00	1,150.00
4. Labor	0	0.00		0.00	0.00	0.00
5. Other	0	0.00		0.00	0.00	0.00
TOTAL B.19 FUNDING (LINES 1-5)						1,820.50
B.20 FOUNDATIONS						
1. Construction	115.00	0.00	EA	0.00	0.00	0.00
2. Materials	0	0.00		0.00	0.00	0.00
3. Labor	0	0.00		0.00	0.00	0.00
4. Other	0	0.00		0.00	0.00	0.00
5. Foundation Buyout	1	475.00	Lump Sum	475.00	475.00	475.00
TOTAL B.20 FOUNDATIONS (LINES 1-5)						475.00
PAGE TOTALS (LINES 67-72)						2,745.50

Capital Funding Plan

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (PAYGO)	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 400,000	\$ 1,000,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 400,000	\$ 1,000,000

Funding Notes: NVT 30% funds are applicable for preparation of grant applications. Currently this work is paid for by the General Fund or not done due to lack of resources.

*if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action

Impact on Operating Costs

These funds will reduce overhead of processing grant documents and prescoping costs currently incurred by the General Fund.

Conformity with Comprehensive Plan and Council Strategic Plan

The City's Mobility for all Modes Plan and Parks for People Plan call for expanding travel mode choice and for specific investments in the City's multimodal transportation network.

Fellows Property Parkland (NEW)

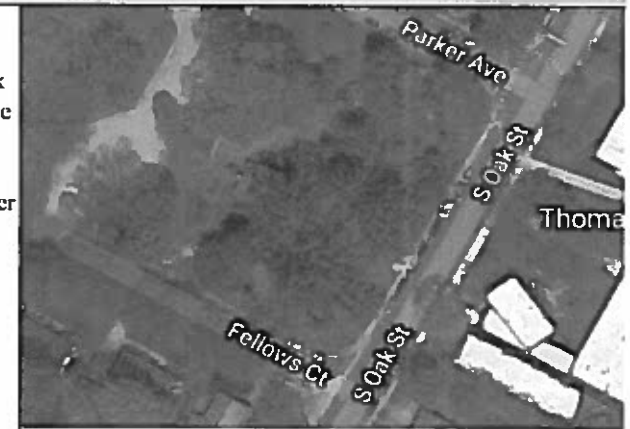
Category: Recreation & Parks

Department Lead: Recreation & Parks

Type: New Project

Project Description, Benefit, Estimate, and Schedule

With the anticipated purchase of the parcel of land known as the Fellows Property, the City will turn the property into usable park space. As a new property, it does not have a Master Park Plan yet. The process will begin with public meetings to get citizen input on the best use of the space. The project will at minimum need to remove the existing structures on the property. Until a Master Park Plan is developed, the funding needs are unknown. However, there has been preliminary thought of open natural space for family use to include amenities such as a walking trail, picnic area, a disc golf course and the possibility of a much needed community garden plot. The funding needs listed is similar to the cost of the project at West End Park as they will likely have a similar scope. The increase shown since this project was first introduced is to include the cost to address the existing structure on the property. A master plan will determine if the existing home will be removed or relocated. Funding is spread out over three fiscal years to secure the property, gather public input for a master plan, with site plan work beginning in FY21 and the bulk of construction beginning in FY22.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (Debt)	\$ -	\$ 200,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 200,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000

Funding Notes: Needs for this new open space will be determined by the community as they provide input for a master park plan for this site. The funding amount listed is about what was spent at West End Park which is somewhat similar in scope. Full detailed cost estimating will be required prior to FY2022 CIP adoption especially for demolition expenses.

*if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action

Impact on Operating Costs

Difficult to determine until a master park plan is in place.

Conformity with Comprehensive Plan and Council Strategic Plan

Chapter Six, "Parks For People Plan", of the Comprehensive Plan establishes a clear vision for the City with respect to the need for open space and parkland: "Parks, open space, and recreational facilities are critical components of a community's quality of life and the health of its citizens. Parks provide social, environmental, and economic benefits." The vision is "Build upon existing parks within the City to develop a well-maintained, safe, and connected park, open space, and recreation system that provides a range of amenities, enhances natural ecosystems through the use of green infrastructure, and contributes to a sense of place by enhancing and relating to adjacent land uses." It is also noted in the plan that the City of Falls Church is lacking in open space. One of the goals to achieve the vision above is to "Acquire new open space for parks and recreation".

Synthetic Turf Replacement

Category: Recreation & Parks

Department Lead: Recreation & Parks

Type: New Project

Project Description, Benefit, and Schedule

Synthetic turf fields have a life cycle of about nine years.

The synthetic turf field that is located at George Mason High School is the primary competition field used by the schools with secondary use by the Recreation and Parks Department. Prior to installation of the synthetic turf, the previous natural grass field had a maximum 75 uses per year. The synthetic turf field is currently only limited by the number of hours in a day. The synthetic turf field at George Mason High School was completed in December 2015 and will need to be replaced again in December 2024.

The synthetic turf field being built this year at Larry Graves Park will be due for replacement in 2028. This field will be a little smaller than the field at George Mason High School and therefore less costly to replace.

Maintaining a safe natural grass Bermuda field for competition purposes over a nine year period would cost nearly the same as replacing the synthetic turf every nine years and would result in significantly less access for all entities using the field. We are now on a cycle of need to replace a synthetic turf field about every five years.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (Debt)	\$ -	\$ -	\$ -	\$ 450,000	\$ -	\$ -	\$ 450,000	\$ 900,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ -	\$ 450,000	\$ -	\$ -	\$ 450,000	\$ 900,000

Funding Notes: Cost to replace the synthetic turf in 2015 was \$421,000. \$450,000 is being requested to account for increased construction costs. Since the Larry Graves field is smaller, we expect the cost to be less.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Since both fields will already be synthetic turf, there will be no change in operating costs.

Conformity with Comprehensive Plan and Council Strategic Plan

Additional rectangular playing surfaces are the number one goal on the Falls Church Open Space Committee's priority list. The synthetic turf field at George Mason High School currently has the highest usage of all the fields owned by the City of Falls Church. The Parks for People chapter of the Comprehensive Plan reiterates the need for field space - "There is need for additional outdoor playfield space, especially rectangular playing fields"

Park Master Plan Implementation

Category: Recreation & Parks

Department Lead: Recreation & Parks

Type: Ongoing Project

Project Description, Benefit, Estimate, and Schedule

The following project is for the implementation of completed master plans for parks. Implementation requires the purchase and installation of park and play equipment; construction of athletic fields; regrading and addressing drainage issues; rain garden design and installation; interpretive signage design, plant purchase and installation; and the maintenance and repair of pathways, linkages among the City's green spaces and neighborhoods; expansion of existing parks and buffering from surrounding land uses; heightened visibility through signage, removal of visual impediments, green infrastructure; landscaping; additional access points; fences and picnic shelters, as well as continue the process of making our parks and park amenities accessible according to ADA standards.

During the six-year CIP period, funding will be used to replace pathways throughout City parks as well as other equipment/facility needs. Recreation and Parks maintains almost 5,000 square yards of pathways, some of which are in terrible condition and do not meet ADA requirements. Also included is the replacement of play equipment at Berman Park. Recreation and Parks is planning to use voluntary concession funding, from the Founders Row development, to help offset the cost (approximately \$150,000). Existing footprint of play equipment will remain.

In FY2024, \$300,000 will be used to replace the lighting at the Community Center Tennis Courts and replace the play equipment at Cavalier Trail Park. The existing lights are end of life. The new lights will be more economical and there will be less spillover, which has been a complaint by neighboring residents. The play structures at both Berman and Cavalier Trail have been neglected and are the oldest play structures in our parks. A majority of the current equipment in these parks no longer meet state required standards. Out years of FY26-29 include completing additional projects identified in the Master Park Plans such as replacing play equipment at Crossman Park and West End Park, replacing basketball lights at Cherry Hill Park, tennis lights at Cavalier, beautification and addressing erosion in parks. These Park Master Plan Implementation funds along with future voluntary concession funds will be used to continue implementation of master park plans which should be funded at minimum, \$300,000 every three years if not paired with a specific stand alone park project, to keep up with park needs.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (Debt)	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 300,000	\$ 300,000	\$ 900,000	\$ 2,100,000
Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 300,000	\$ 300,000	\$ 2,900,000	\$ 4,100,000

Funding Notes: Due to the nature of the park implementation program, it is difficult to determine detailed costs. Park Master Plan Implementation is cyclical by nature and will be continuously ongoing.

FY20 pathway replacement costs are based off the City's FY17 asphalt replacement contract. The City will explore grant funding to connect the natural connection between transportation and trails/pathways. Using grant funding can permit more than the standard repaving - it could involve trail widening, alternative materials, educational signage and more.

FY24 & FY25 play equipment costs are estimated by size of equipment and footprint of existing play structures. Existing footprint will remain.

FY24 lighting costs are from a quote received by a professional athletic lighting company. Source of out year grant funding is TBD.

Funding Notes: Due to the nature of the park implementation program, it is difficult to determine detailed costs. Park Master Plan Implementation is cyclical by nature and will be continuously ongoing.

Impact on Operating Costs

The existing play equipment requires significant maintenance due to its age and condition. New play equipment will cost less to maintain. We will keep the existing footprint of the structures as to not incur additional operating expenses. The new tennis court lighting will also be more economical.

Conformity with Comprehensive Plan and Council Strategic Plan

Completion of park master plans is consistent with the Comprehensive Plan as one of the goals articulated in the "Parks For People Plan" chapter of the adopted plan. The overall vision for this chapter states, in part, that "The City will conserve and maintain existing parks...and the City will continue to provide facilities and programs for active and passive recreational activities to meet the needs of all residents and persons working in the City..." The Parks for People Plan calls for maintaining high quality parks, open space, and recreation facilities. Goals of the plan also include acquiring new open space for parks and recreation, increasing recreational programs, natural protected areas, green infrastructure, and links between parks. Further, the plan calls for ensuring the safety of parks, and designing parks so that they relate to surrounding uses. Each master park plan and its adopted year is referred to in the Comprehensive Plan. This project is also consistent with Council's Vision/Strategic Plan which articulates a commitment to parks and open spaces and contains a goal to implement plans.

Acquisition of Open Space

Category: Recreation & Parks

Department Lead: Recreation & Parks

Type: Re-appropriation Request

Project Description, Benefit, Estimate, and Schedule

The City Council appointed Task Force on Open Space Acquisition identifies and prioritizes parcels of land that should be preserved as open space, advises the City Council on a financial strategy for land acquisition; and develops an implementation plan to put the City in the most favorable position to act as opportunities appear. The reasons for making the acquisition of open space a high priority for the City include:

- The Northern Virginia Region continues to grow in population and commercial activity
- The citizens of Falls Church value the quiet and serenity that can be found in its natural areas and recognize the benefit these places have in terms of cleaner air, reduced storm water run-off, and as places for neighbors to come together and enjoy the outdoors. During the last several decades the City's citizens have participated in the City's planning efforts, and have repeatedly emphasized the value of open space as an important part of their quality of life.

The City has made significant investments in land for public parks and the time is right to renew its commitment to open space acquisition. Future uses of these funds would be used to increase current park land, or provide an additional access point to parks with Roberts Park and West End Park as priority. It is the desire of the Open Space Committee to always have \$1,000,000 readily available. If the funding is spent, partially spent or expires, it is requested that funding be added so there is always \$1,000,000 available. This will allow the City to purchase these properties/easements when they become available.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (Debt)	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000

Funding Notes: Recreation and Parks Advisory Board and others have recommended Council establish a set of voluntary concessions for new development which would allocate funds for Open Space. It is the desire of the Open Space Committee to always have \$1,000,000 readily available. If the funding is spent, partially spent or expires, it is requested that funding be added so there is always \$1,000,000 available. This will allow the City to purchase these properties/easements when they become available.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Any new land brought into public ownership by the City will carry with it new operating costs. The calculation of these costs will depend on the acreage and use of the land.

Conformity with Comprehensive Plan and Council Strategic Plan

Chapter Six, "Parks For People Plan", of the Comprehensive Plan establishes a clear vision for the City with respect to the need for open space and parkland: "The City will conserve and maintain existing parks, open space, recreational facilities, and natural features. Land that is currently designated for parks and open space acquisition will be acquired and the City will continue to provide facilities and programs for active and passive recreational activities, which along with existing and new regional facilities, will meet the needs of all residents and persons working in the City. The City's parkland, open spaces, and greenways network will serve as a functional system within which people will travel to various destinations, recreate, and enjoy nature. This system will also fill the aesthetic and environmental requirements of the City to offset the highly developed nature of privately owned land in our suburban setting."

Lighting - Multi-Purpose Field at GMHS (NEW)

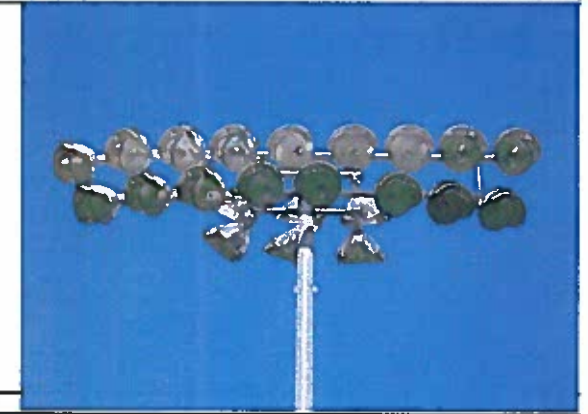
Category: Recreation & Parks

Department Lead: Recreation & Parks

Type: New Project

Project Description, Benefit, Estimate, and Schedule

The Multi-Purpose Field being built as part of the George Mason High School Campus Construction project will be a synthetic turf field located in the southeast corner of the property. Installing lights on this multipurpose field will extend the usage of the field into night usage which can be used for school activities, Recreation & Parks programming, youth use as well as rentals. Additional multipurpose field space continues to be a need by the open space committee and adding lights to this field adds hours of available usage. This project is being proposed in FY21 so that the lighting can be installed at the same time as the field.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (Debt)	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	200,000
Transfer from School (PAYGO)	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	200,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Total:	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	400,000

Funding Notes: The cost estimate for the project is \$400,000; Recreation and Parks is budgeting \$200K per the 50/50 cost share agreement with FCCPS paying the difference.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Once installed, the lights will have a warranty for one year. FCCPS will manage maintenance and annual operation costs as they do for existing lights on the stadium, softball and baseball fields. FCCPS does also have a rental program in place to rent the fields when not in use by City or Schools.

Conformity with Comprehensive Plan and Council Strategic Plan

Chapter Six, "Parks For People Plan", of the Comprehensive Plan establishes a clear vision for the City with respect to the need for open space and parkland: "Parks, open space, and recreational facilities are critical components of a community's quality of life and the health of its citizens. Parks provide social, environmental, and economic benefits." The vision is "Build upon existing parks within the City to develop a well-maintained, safe, and connected park, open space, and recreation system that provides a range of amenities, enhances natural ecosystems through the use of green infrastructure, and contributes to a sense of place by enhancing and relating to adjacent land uses." While this project does not add to our open space, it makes open space which would otherwise be close/unavailable, open for several additional hours/day.

Arlington WPCP Non-expansion Capital

Category: Stormwater/Sewer Utility

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule

The City of Falls Church is a wholesale customer of the Arlington Wastewater Pollution Control Plant (WPCP). As an Inter-Jurisdictional (IJ) partner, the City contributes to Capital Improvements on a cost-share basis according to the City's reserved capacity at the Plant (0.80 MGD). The City attends IJ meetings to discuss required plant improvements and upgrades, which are needed to maintain a state required level of operation and effluent discharge. The City's portion (based on reserved capacity / total plant capacity) of the improvements is 2.0% of the total costs listed below. The WPCP is currently in need of:

- Building improvements to Eads Street
- Secondary Clarifier rehab/replacement
- Solids management planning
- Capital master planning

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (Debt)	\$ 209,000	\$ 313,000	\$ 392,000	\$ 421,000	\$ 657,000	\$ 1,069,000	\$ 1,346,000	\$ 4,407,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 209,000	\$ 313,000	\$ 392,000	\$ 421,000	\$ 657,000	\$ 1,069,000	\$ 1,346,000	\$ 4,407,000

Funding Notes: Projects thought to begin in prior fiscal years have been delayed into FY2019, FY2020, and FY2021, such as biosolids and secondary clarifiers. The numbers above are based on Arlington's FY2019 plan.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

The impact of these capital costs have been incorporated into the City's most recent rate study.

Conformity with Comprehensive Plan and Council Strategic Plan

The upgrade of the Arlington Water Pollution Control Plant meets goals of the Comprehensive Plan's "Community Facilities, Public Utilities and Government Services" chapter such as:

- Ensure that a sufficient level of public facilities utilities services are available to meet the needs of the community
- Identify and prioritize facilities that require upgrading
- Ensure the most efficient and effective management of sanitary sewer systems

Alexandria Wastewater Treatment Upgrades

Category: Stormwater/Sewer Utility

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule

The City of Falls Church is a wholesale customer of the Alexandria Renew Wastewater Treatment Plant. When improvements to the treatment process are required to maintain the level of service specified by the plant's discharge permit the City is responsible for its share of the costs based on the City's reserved capacity at the plant. The City currently has 1.0 million gallons per day reserved, which equates to a 1.8% share of the cost to improvements. The City attends IJ meetings to discuss required plant improvements and upgrades.

The proposed CIP includes estimated costs to:

- Complete the nitrogen and phosphorus removal upgrades (SANUP)
- Implement a wet weather management strategy
- Upgrade UV disinfection system and scum system
- Replace blower system for biological reactor and settling basins

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (Debt)	\$ 432,000	\$ 473,670	\$ 765,990	\$ 575,820	\$ 543,600	\$ 369,900	\$ 898,020	\$ 4,059,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 432,000	\$ 473,670	\$ 765,990	\$ 575,820	\$ 543,600	\$ 369,900	\$ 898,020	\$ 4,059,000

Funding Notes: Project cost estimate and expenditure schedule provided by Alexandria Renew via the FY18 budget adopted Sept. 19, 2017. The FY2025-28 total does not include any funding for FY28 because none was included in the treatment plant's budget.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

The impact of these capital costs have been incorporated into the City's most recent rate study.

Conformity with Comprehensive Plan and Council Strategic Plan

The upgrade of the Alexandria Wastewater Plant meets goals of the Comprehensive Plan's "Community Facilities, Public Utilities and Government Services" chapter such as:

- Ensure that a sufficient level of public facilities utilities services are available to meet the needs of the community
- Identify and prioritize facilities that require upgrading
- Ensure the most efficient and effective management of sanitary sewer systems

Alexandria Wastewater Treatment Plant Capacity

Category: Stormwater/Sewer Utility

Department Lead: Public Works

Type: New Project

Project Description, Benefit, and Schedule

The City currently has 1.0 MGD sanitary sewer treatment capacity from Fairfax County for use of the Alexandria Renew Wastewater Treatment Plant (sewage flows into Fairfax County and eventually to the plant in Alexandria). The projected flows from future development within the City will exceed the current capacity. Based on the future flows, an additional 0.4 MGD capacity will be required. This project will purchase the additional capacity over a three-year period.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (Debt)	\$ -	\$ 1,870,000	\$ 1,870,000	\$ 1,860,000	\$ -	\$ -	\$ -	\$ 5,600,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 1,870,000	\$ 1,870,000	\$ 1,860,000	\$ -	\$ -	\$ -	\$ 5,600,000

Funding Notes: Cost estimate based on phone conversation with Fairfax County staff on the cost to purchase 0.4 MGD capacity at \$14 million/1 MGD of capacity.

Staff is reviewing City-wide sewer modeling and pace of development to narrow down capacity needs for future development.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Associated O&M costs will increase.

Conformity with Comprehensive Plan and Council Strategic Plan

The upgrade of the Alexandria Wastewater Plant meets goals of the Comprehensive Plan's "Community Facilities, Public Utilities and Government Services" chapter such as:

- Ensure that a sufficient level of public facilities utilities services are available to meet the needs of the community
- Identify and prioritize facilities that require upgrading
- Ensure the most efficient and effective management of sanitary sewer systems

Sanitary Sewer Rehabilitation

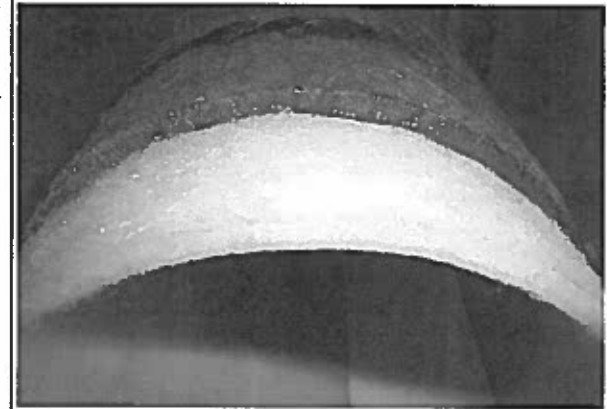
Category: Stormwater/Sewer Utility

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule

A systematic approach to sewer line rehabilitation is being pursued throughout the City's sanitary sewer system. Based on consultant recommendations, a 30-year program has been developed. This is an on-going project to rehabilitate pipes with a process for reconstructing aged, damaged and deteriorated sewer lines. A new cured-in place pipe is formed inside of the existing sewer pipe by using water pressure to install a flexible tube saturated with a liquid thermosetting resin. The water is then heated to harden the resin. This process increases the sewer capacity (due to the smoothness of the new interior surface). It also results in a continuous, tight fitting, pipe-within-a-pipe and reduces infiltration and inflow (I&I). This is a relatively non-invasive and cost-effective process because there is little excavation required. This on-going project, begun in FY2004, will continue until the entire system is rehabilitated. Smoke testing and video inspection are performed to guide the decision process for selecting sewer mains for rehabilitation. In some cases a new sewer main may be a proposed solution to a localized capacity issue.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Local (PAYGO)	\$ 550,000	\$ 600,000	\$ 650,000	\$ 700,000	\$ 750,000	\$ 750,000	\$ 3,000,000	\$ 7,000,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 550,000	\$ 600,000	\$ 650,000	\$ 700,000	\$ 750,000	\$ 750,000	\$ 3,000,000	\$ 7,000,000

Funding Notes:

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

The impact on the sewer reserve fund balance will be offset by programmed sewer rate increases. Long-term cost savings in maintenance of pipe network and reduced treatment costs due to less infiltration.

Conformity with Comprehensive Plan and Council Strategic Plan

The continued needed maintenance of the sewer system meets goals of the Comprehensive Plan's "Community Facilities, Public Utilities and Government Services" chapter such as:

- Ensure that a sufficient level of public facilities utilities services are available to meet the needs of the community
- Identify and prioritize facilities that require upgrading
- Explore new technology to update and operate the City's utilities system

West End Sewer Capacity Expansion

Category: Stormwater/Sewer Utility

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule

This project will provide additional sanitary sewer capacity for the West End of the City for the new GMHS, 10 acre development and downstream infrastructure. An analysis of the existing conditions of the sewer main in this area indicated under capacity. A combination of methods to increase capacity will be utilized. One technique called pipe bursting to increase sewer capacity by over 25% will be performed for the downstream section. Pipe bursting is a less costly and less invasive construction method for increasing pipe diameters than a complete remove and replace of the existing pipe by excavation or installation of a new pipe. The other method will be new pipe installed by directional drilling, which will accommodate greater depths, allowing for gravity pipes to be maintained.

Since Public Works took over the sanitary sewer system in 2014 they have been developing a City-wide model to identify current capacity concern as well as forecast areas where new development may have significant impacts on sewer capacity. The model been developed for the City's entire sanitary sewer system, including all current Small Area Plans. The model has determined sections of pipe, which are insufficient to carry the full build-out of the City. This lack of capacity has also determined the future needs for projects for the City. The West end of the City will require approximately the installation of 1200 feet of new pipe and 2800 feet of pipe bursting to improve the capacity.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Sewer Availability Fees	\$ 3,200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,200,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 3,200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,200,000

Funding Notes: The City collects sewer availability fees for each new connection to the sewer system. These funds are set aside for capacity expansion projects.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Long-term cost savings in maintenance of pipe network, reduced treatment costs due to less infiltration, and reduced emergency response requests due to overflowing sewers and flooded basements.

Conformity with Comprehensive Plan and Council Strategic Plan

The continued needed maintenance of the sewer system meets goals of the Comprehensive Plan's "Community Facilities, Public Utilities and Government Services" chapter such as:

- Ensure that a sufficient level of public facilities utilities services are available to meet the needs of the community
- Identify and prioritize facilities that require upgrading
- Explore new technology to update and operate the City's utilities system

Stormwater Facilities Reinvestments

Category: Stormwater/Sewer Utility

Department Lead: Public Works

Type: Ongoing Project

Project Description, Benefit, and Schedule

The Department of Public Works maintains over 140,000 linear feet of storm lines and approximately 1,400 appurtenances. In many parts of the city, the system is nearing the end of its service life or is undersized and unable to convey the industry standard 10-year storm event. These deficiencies result in flooding along streets and on private property. In addition to these water quantity concerns associated with conveyance, the City is a storm water permittee with the Virginia Department of Environmental Quality. The permit obligates compliance with Federal and State Clean Water Act requirements due to water quality concerns in our watershed. Virginia's Chesapeake Bay TMDL Watershed Implementation Plan outlines the level of effort required by the City to comply and ultimately meet water quality goals. The City's obligation to meet the Chesapeake Bay TMDL is expected to require over \$15 million in expenditures prior to 2025. The proposed CIP funding addresses immediate stormwater infrastructure needs as outlined in the Council-adopted Watershed Management Plan and for critical infrastructure projects as they arise. However, the infrastructure needed to meet the City's TMDL obligation through FY2020 as well as reinvestments into the City's aging conveyance infrastructure will need additional funding in out years.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	Total
Local (Debt)	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 8,000,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 1,000,000	\$ 1,000,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 8,000,000

Funding Notes: There has been no Stormwater CIP funding authorized since FY15 despite the need for additional funds in order to systematically repair and replace the City's infrastructure. Staff has been successful in leveraging current funding with federal and local grants, however these opportunities are limited.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs

Over time, improvements to storm water infrastructure can be expected to decrease operating costs, as staff time and equipment dedicated to addressing clogs, repairs, and malfunctions is reduced. Until this occurs, the impact to operating will be continuous.

Conformity with Comprehensive Plan and Council Strategic Plan

Repairing inadequate storm water systems meets Comprehensive Plan goals found in the "Natural Resources and the Environment" and "Community Facilities, Public Utilities and Government Services" chapters. Relevant Comprehensive Plan goals include:

- Determine whether existing public facilities require renovation
- Identify and prioritize facilities and programs in the greatest need of upgrading
- Ensure the adequacy of the City's present and future storm water management systems

Four Mile Run Restoration

Category: Stormwater/Sewer Utility

Department Lead: Public Works

Type: New Project

Project Description, Benefit, and Schedule

On June 11, 2012, the City Council adopted the North Washington Street Small Area Plan. The Plan calls for redevelopment and rejuvenation of the City's North Washington Street Planning Opportunity Area. The Area follows N. Washington Street from the City/County boundary to Great Falls Street.

A major component of the Plan is restoring Four Mile Run and opening up the stream adjacent land as public open space. The restoration of the stream would convert the stream from an eyesore to a community asset. The streamside park and trail would be an amenity used by city residents, nearby office workers, and visitors. The restored stream would serve as a gateway feature at the entrance to the City.

Planning for the stream restoration is supported by an action report prepared by Virginia Tech students that compared similar situations and project in other area jurisdictions.

The planning level \$10M cost estimate breakdown: \$5M for land acquisition, \$4M for stream restoration, \$1M for park development.

**Capital Funding Plan**

Funding Source	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026-29	10-YR Total
Grant	\$ -	\$ -	\$ -	\$ -	\$ -	10,000,000	\$ -	10,000,000
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Total:	\$ -	\$ -	\$ -	\$ -	\$ -	10,000,000	\$ -	10,000,000

Funding Notes: Provide info on estimated cost and funding sources as needed.

**if no activity per City Charter (Section 6.19) in 3 years note as re-appropriation action*

Impact on Operating Costs**Conformity with Comprehensive Plan and Council Strategic Plan**

Developing Four Mile Run is called for in the City's Parks for People Plan, the Parks, Open Space, and Recreation Chapter of the Comprehensive Plan. Restoring Four Mile Run is also called for in the City's North Washington Street Small Area Plan, which is adopted pursuant to the Comprehensive Plan as a guide for redevelopment and investment in the area.